

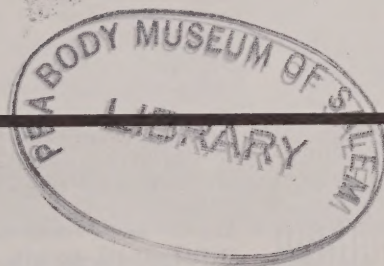


# **messing about in BOATS**

*Twice a Month!*

*Volume 8 - Number 24*

*May 1, 1991*







## messing about in BOATS

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PUBLISHER & EDITOR: BOB HICKS

### *Our Next Issue...*

Starts off our 9th year, we've put out 192 issues since May 15, 1983. And now the winds of change seem to again be blowing strongly. There seems to be an awful lot of ads in these last couple of issues and it's getting too crowded on our pages for all the news that's in hand, and arriving weekly. I've held off doing anything rash in case the rush of new ads is just a passing blip. But, maybe it's time to add pages again. We started off with 16, went to 24 and then to 32. So, let's see what Volume 9, Number 1 turns out to be.

### *On the Cover...*

One picture from the Snow Row in early March that was postponed because of sea conditions. I guess you can see why it was called off. It was to run two weeks later but I was at the Maine Boatbuilders' Show so was unable to cover the rescheduled event. And I've heard nothing from Hull since.

# Commentary

**BOB  
HICKS**

The "User Fee", to be applied to all boats 16' or longer, that surfaced last December as part of the budget process of our federal government, has now been organized into a set of preliminary regulations by the U.S. Coast Guard. These were issued in early April and the 45 day period for public commentary ends May 13th.

There's good news, as the Coast Guard has chosen to exempt human powered boats. The reaction of the small boat people to the obvious inequities of the original proposal had an impact. The canoeing folks seem to have led the campaign, with not only the national American Canoe Association speaking on their behalf, but also the National Association of Canoe Livories and Outfitters, and local canoe clubs and individual paddlers. The sea kayakers were heard from through efforts led by Chuck Sutherland, the ACA's sea kayaking chairman. The rowers also were heard from, we know the Alden Ocean Shell people made themselves heard.

It was the grass roots nature of the outcry that apparently impressed the powers that be. The 350,000 member Boats U.S. group, with its merchandising aspect and its predominance of powerboaters, was not able to prevent the imposition of the fees by the Congress despite intensive lobbying. Too many of their members appeared to be the very boaters envisioned by the legislators as being easy prey as affluent owners of costly toys. Separating out the human powered craft was a persuasive argument when presented by so many individuals and small clubs.

It is appropriate at this time to not sit back and rejoice, but rather we should follow up with comment to the Coast Guard before May 13th in support of the preliminary regulations, in order to confirm our position on the issue. Failure to do this may not result in the exemption being rescinded, but one never knows, and speaking out so far has been effective, and should be followed through to a conclusion. A simple statement in support of the exemption for your form of small craft would be sufficient. Write to:

Commandant G-NAB  
United States Coast Guard  
2100 Second St. S.W.  
Washington, DC 20593.

Att: "Navigational Waters User Fees" should go in lower left corner of the envelope.

There are also two bills in the Congress which aim to repeal the entire user fee proposal. House

Bill #1233 and Senate Bill #403, if enacted, would toss out the whole proposal. I have no idea at what stage in their progress either of these is, but you can contact your representative or senator to express your support of both. It can't hurt.

On another subject, the small boat business is still alive and well, if not prospering, judging from the Maine Boatbuilders' Show held in late March in Portland, Maine, and reported on in this issue in some detail. A record number of exhibitors, about 75, took part in the three-day show, and just about 5,000 people paid their \$4 each to come see. The atmosphere was very positive.

As usual, the question is asked, "Did anyone sell any boats?". The answer is, "Yes, indeed". We talked with many of the exhibitors, and several allowed as how they had either sold the boat on display or taken an order with deposit on one of their boats. Tim Mayer, who finishes out Thayer Whitehall rowing boats sold TWO! Was he pleased? Just ask. Even those who did not close any deals, and they are still the great majority at a show like this, were very happy with the informed interest in their boats and the potential for future orders.

This sort of boat show is not a consumer show, where the prospects come, checkbooks at ready, to buy some brand name boat nationally advertised from an exhibiting dealer. It's not like shopping for a new car. The boatbuilder shows lack the financial facility for closing deals on the spot. Nobody offers any sort of installment deals, it's cash up front, or at least a deposit with an order to build. The boats are not "name brands" with national recognition from advertising in major media. People come to find out about these boats, not to buy on the spot. The show is a form of participatory advertising at which the builder can talk directly with potential customers. A lot of the mystique involves the builder as well as his boat, so again, the likelihood of closing a deal is remote. Builders who think they will really sell their creations because thousands of people will see it, are misleading themselves.

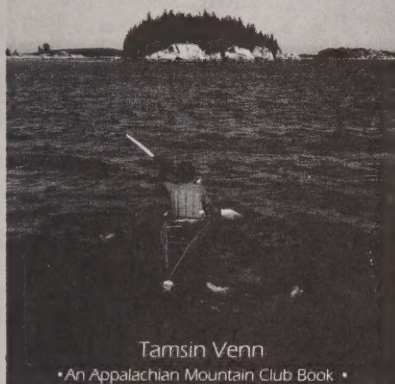
Someone summed up the situation of the small boat builders in the current economic slump by pointing out that it's not affecting them as badly as it is the volume consumer boat manufacturers and dealers, as the small builders are "already hunkered down anyway", hard times have always been familiar conditions for them. Yet optimism was very prevalent at Portland, hope still springs eternal.



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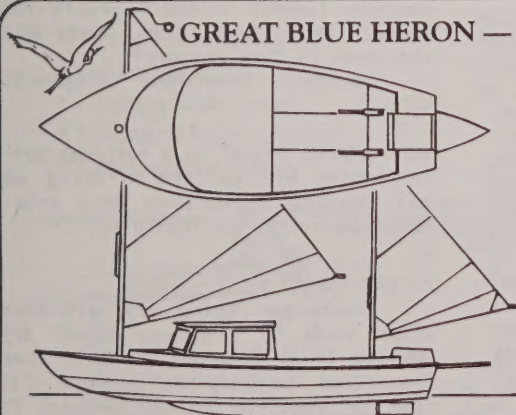
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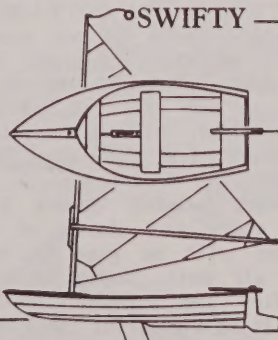


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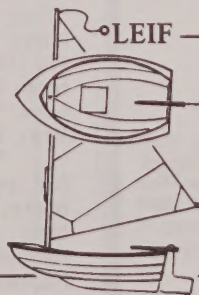
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## Your Commentary

### WHATEVER HAPPENED TO...?

Whatever happened to Peter Duff's 19' schooner project ("Boats" May 1, May 15, June 1, 1989; June 1, 1990)? My beach cruiser project is speeding along at a glacial pace. Some day I'll get it finished, and I wondered how Peter's was coming.

David Gulley, Houston, TX.

ED. NOTE: Peter's project is presently on the inactive list at the point last reported upon in June, 1990.

### THE REST WAS GOOD TOO

I especially enjoyed the "Wood Butcher" and "Tale of Three Boats" in the February 1st issue. "Piece Boat" was also outstanding. The rest of the issue was good too, but I'm about to tackle my first boat-building project so the articles mentioned appealed most.

I can't figure out why I got the February 1st issue on March 24th though!

Marguerite Engle, Minneapolis, MN.

ED. NOTE: February 1st was mailed on the 1st, as it happened, and all went out together. So, nearly two months for the delivery. Pony express was faster in the 19th century.

### THE BOATS OF WHITE COTTAGE

I sent a copy of my story, "The Boats of White Cottage, Killiney Strand" ("Boats" November 15, 1989) to our hosts at the cottage in Ireland. With a Christmas card received last December from Mrs. Homan, was this note:

"A very belated 'Thank You' for your story and photos of our boats. You will be glad to hear they are all well, being tenderly looked after and cosseted by my husband. It is wonderful for him to have them to enjoy and look after in the evening of his life."

Peter Brennan, New York, NY

### "HAIR OF THE DOG REGATTA"

We had a nice "Messabout" New Year's Day down on Tomales Bay. About 15 boats showed up, some rowing, some sailing. It was T-shirt weather, perfect sailing breeze and warm sun. The local Traditional Small Craft Association put on the event. They call it the "Hair of the Dog Regatta".

Jamie Evans, Sacramento, CA.

### USING, BUILDING, DREAMING

It's a joy to renew my subscription to "Boats", I've dropped my other boating magazines, they all seem a little like a Chinese meal, nothing much that sticks with you very long.

I own a Cockleshell which I built, and an 11' sailing/rowing dinghy, and am now building a Dennis Davis decked sailing canoe. Some time ago I bought a set of Steve Redmond's Elver plans, so the articles on "Art's Craft" really hit the spot with me.

It's nice to have something to get out in, something else to be building, and something more to be dreaming about.

Walter Young, Wichita, KS.

### MORE DRAWINGS FOR MODELS

I like to see the boat drawings in the magazine that have enough lines shown so I can make models of the boats. Some of these that you've published in the past include "Sundance", "Elco 26", "Pirate", "1901 Skipjack", "Rob Roy", "Katasha" and "Snipe".

Craig Wilson, San Jose, CA

### MORE CRUISING IN SMALL BOATS

What made my day today after finding "Boats" in my mailbox was reading Ernie Cassidy's splendid piece "A Sail in Art's Craft". Great subject, great writing, it made me warm all over. I love Lena and Art. I'd show it to my wife but she'd quote Art to me all summer: "Gentlemen don't sail to windward."

I hope to see more about Art's Craft and more from Ernie Cassidy; more about cruising in SMALL boats, like the "Flying Dutchman", Matthew Layden in the February 1st issue; More from Tom...and who the heck is Tom anyway?

Randall Roorbach, Stamford, CT.

ED. NOTE: "Tom" is a reticent artist/writer who prefers to bring us his ongoing adventures from relative obscurity. He really is.

### AFTER 50 YEARS

Guess my racing days are over after some 50 years or more! My Rhodes 19 is now up for sale (see Classified Marketplace). Now I'll just be cruising in our Bristol 26 and experimenting more with my Q.E.D.

Nick Nichols, Marblehead, MA



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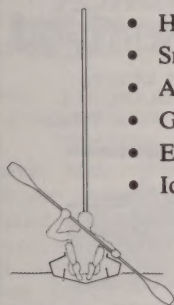
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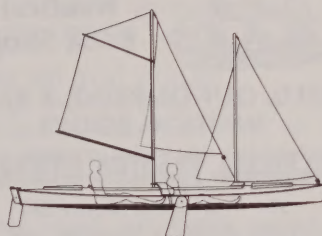
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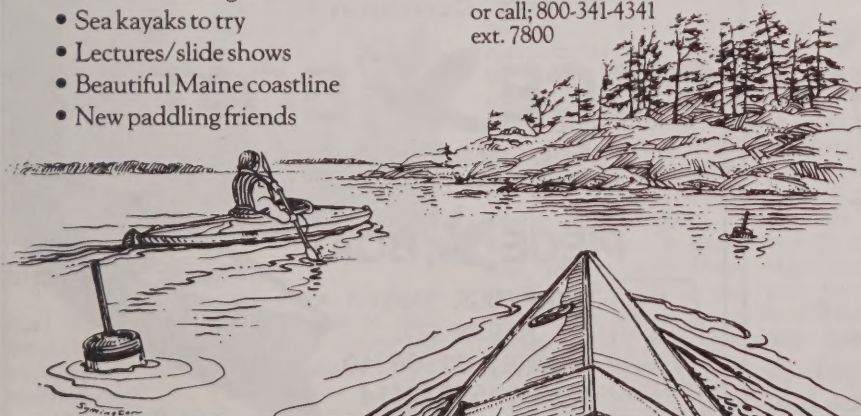
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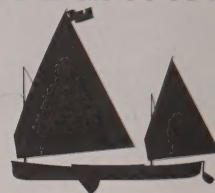
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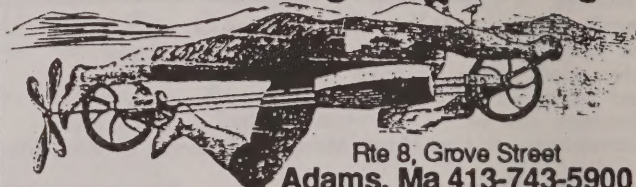
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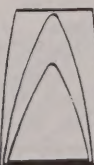
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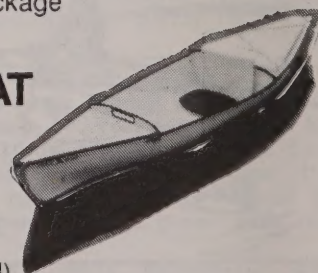
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"See the Japanese" may have been bad verse, but racist? The photo shows happy boaters. This spoof contradicts a sequence of stereotypes. It applauds spirit. Then it predicts ingenuity in behalf of our desires. That's racism? That's not even ethnocentrism.

Perhaps when we can see the Japanese not as "others" but as "us", fellow humans, we can more easily relax and laugh at "ourselves". This "poet", who happens to be white, and whose son is black, and daughter is Asian, is hardly a racist, and apologizes for any offended feelings. Sensitivity in matters of race, with objectivity and tolerance, is a value to be cultivated.

Herb Klinger

ED. NOTE: I figured Herb was best man to speak his view, and thank all who wrote in support of his poetry.



**MISSED THE SHOW BUT...**

I missed the Mt. Dora Antique Boat Show as I wanted to go to Mac McCarthy's Feather Canoe shop to pick up my latest "Wee Lassie". It's beautiful.

Walter Fullam, Princeton, NJ

By "Herb"  
 But when white water bent,  
 I'd rather rent.

WHERE DO YOU BUILD?

As liveaboards on a small cruising sailboat, we had to find places ashore when we were building, or contemplating building, various boats.

We used my folk's garage to build a Mirror dinghy. They were on vacation for a couple of weeks, so it worked out perfectly.

When we tried to build "Rose", a 30' LOA sailboat, our veterinarian offered the use of a building out behind his office. "Rose" was 30' on deck, about 10' beam and about 10' keel to deck. The building was 50'x15'x8' so it was going to be a tight squeeze. We'd have had to build her on rollers to get at either side and have left off the deadwood until we moved her outside. But it would have been doable and it was FREE space

On another occasion we rented space in a building at the marina. Another option is commercial space. There is plenty of vacant factory and warehouse space that can be had for reasonable rents. I've seen people working in a rent-a-storage garage. I recall that they prohibit commercial activities, but they can be used for more than storage alone. One cold miserable day I used ours to tune up our car.

The bottom line for any boat-building project site is that it has to be convenient. I don't know about how others feel, but if I have to drive a half hour to get to the place and then take another half hour setting up, and then reverse the whole procedure when I'm done, well, it's just not worth it to try to sneak in a few hours on the project after working all day.

Joe Zammarelli, Charleston, SC.

# HAPPENINGS

Our regular full listing of upcoming events appears in the 15th of each month issues, but several new listings that arrived after April 15th went to press need to be listed in this issue due to their imminence in time.

## CANOEING & KAYAKING

May 18. Great Smith River Canoe Race, Wolfeboro, NH. Wolfeboro Lions Club, (603) 569-2254 days, (603) 569-1632 eves.

Adventures in Learning Sea Kayaking. A detailed brochure of clinics and outings is available from Adventures in Learning, 67 Bear Hill, Merrimac, MA 01860, (508) 346-9728.

Boston Sea Kayak Club. Details on club sea kayaking outings are available from Jim Duff, (617) 224-0032.

Eastern River Expeditions. A detailed brochure of whitewater rafting adventures is available from Eastern River Expeditions, Box 1173, Greenville, ME 04441, (207) 695-2411.

Explorers at Sea. A detailed brochure of sea kayak outings on the Maine coast is available from Explorers at Sea, P.O. Box 469, Stonington, ME 04681, (207) 367-2356.

## MARITIME HISTORY

May 18. Annual Meeting of National Maritime Historical Society, Newport, RI. (914) 271-2177.

May 18. Mystic Seaport Museum Small Boat Livery opens, Mystic, CT. (203) 572-0711.

## ROWING

May 11. Essex River Race, Essex, MA. (Open to paddlers also). Glenn Towne, (508) 768-7933.

May 18-19. Urbanna Meet, Urbanna, VA. (Open to small sailing craft also). John England, (804) 758-2721)

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It was "Springtime in Maine" over the March 24th weekend, with raw east winds and wet snow mixing with drizzle and freezing rain much of the time. Perfect weather to get indoors at the Maine Boatbuilders' Show at Portland Yacht Services' sprawling complex of old brick mill buildings on the Portland waterfront. About 5,000 boat nuts chose to do this and were amply rewarded for their modest \$4 admission price with a variety of small boats and related gear displayed by some 75 tradespeople.

The atmosphere was very upbeat despite the gloomy economics facing the boatbuilding trade in these depressed times. Roger Crawford of Crawford Boatbuilding expressed this positive outlook very well:

"Three big cheers for Phin and Joanna Sprague and their crew at Portland Yacht Services for organizing and hosting the Maine Boatbuilders' Show. It was as classy a group of boats as I have

# THE FOURTH ANNUAL MAINE BOATBUILDERS SHOW

ever seen in one show. What made it even more worthwhile, above and beyond the business we did, was the knowledgeable and friendly crowd that attended. Small boat enthusiasts from as far away as Texas

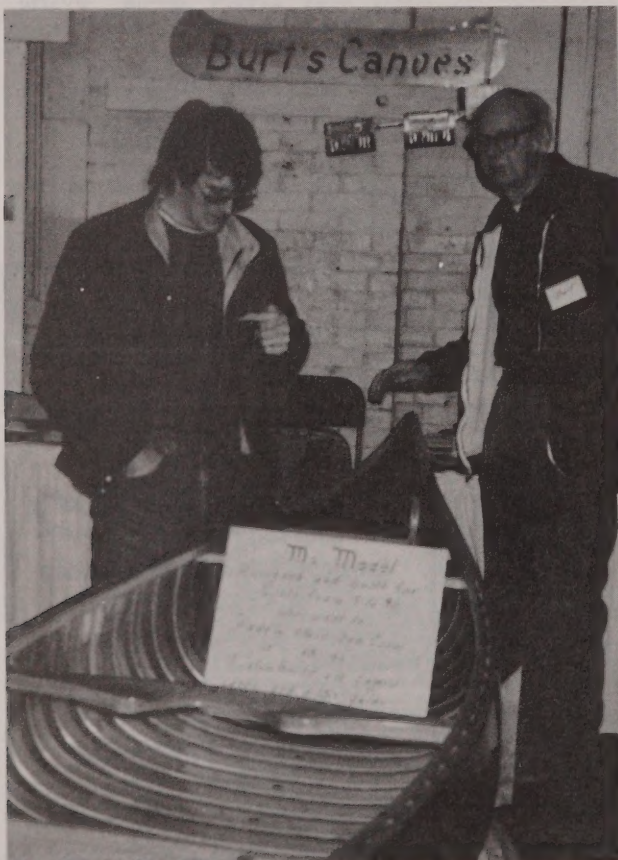
came, and were treated to quite an array of traditional craft of all types and construction methods.

It is rare in these madscramble economic times that someone should make such a huge effort to serve so many others. That's what Phin and Joanna did for the benefit of boatbuilders and boat enthusiasts. I had a good show and my Melonseed Skiff was exceptionally well received. My sincere thanks to all who made this possible. I'll be there again next year."

We had a booth this year and very much enjoyed saying hello to a number of readers who dropped by. With Jane hosting the booth much of the time on Friday and Sunday, I was able to circulate through the Show and talk with exhibitors, photographing as best I could in the dark and cavernous buildings some of the more interesting displays. What follows is a subjective look at the Show and some of the people I got to talk with.

## BURT'S CANOES

Burt Libby (right) is a retired public works employee who read Jerry Stelmok's book on building the Maine Guide Canoe and decided to go into the business. Here he talks about his 13' "Ms Model" solo wood/canvas canoe with long time canoe builder/restorer Kevin Martin. Burt's canoes are very nicely made and reasonably priced to boot. Burt's Canoes, 1090 Rt. 1, Litchfield, ME 04350, (207) 268-4802.



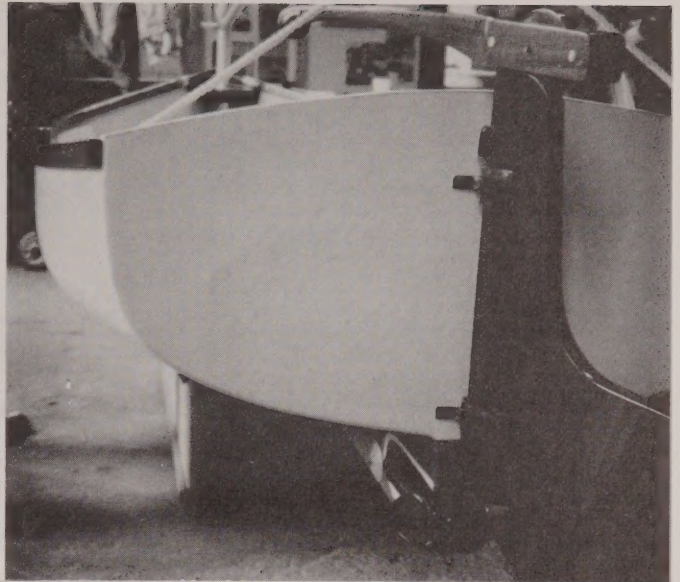
## CARIBOU KAYAKS

Barry Buchanan arrived late Friday in a last minute rush to get one of his Caribou sea kayaks on display, and ended up tucked in under one of the large power boats in winter storage in part of the building housing the show displays. It worked out just fine, and the new Awlgrip "Rising Sun", bright red with bright yellow rays, paint job was an eye catcher. Caribou Kayaks, P.O. Box 362, Bass Harbor, ME 04653, (207) 244-5703.



#### CURTIS COVE BOATWORKS

Marc Brossmer displayed his 8' and 10' fiberglass dinghies for rowing, sailing and electric propulsion. Here one can just see the prop and electric motor built right into the skeg of the 10 footer, a very discrete installation. What with its silent propulsion, the electric skiff with sail up also could confound others on the water it might pass by, apparently unconcerned with the lack of a sailing breeze. Curtis Cove Boatworks, Curtis Cove Rd., E. Blue Hill, ME 04629, (207) 374-5251.



#### DRAGONWORKS

Ed Friedman (right) talks about his Islander sea kayaks with boatbuilder Rob Stevens of Hadden & Stevens. Ed used to import the Islanders from Great Britain, but when the manufacturer decided to discontinue making them, Ed bought the molds and the U.S. rights to building them. Dragonworks, RR 1 Box 1186, Bowdoinham, ME 04008, (207) 666-8481.



#### DUFFY & DUFFY FIBERGLASS BOATS

What do you do to display a big fiberglass power boat in this sort of small scale show? You can bring along a model, and that's what Duffy & Duffy did. Boat modelers take note, this is a real molded fiberglass model, about 3' long. Duffy & Duffy Fiberglass Boats, Rt. 175, Brooklin, ME 04616, (207) 359-4658.

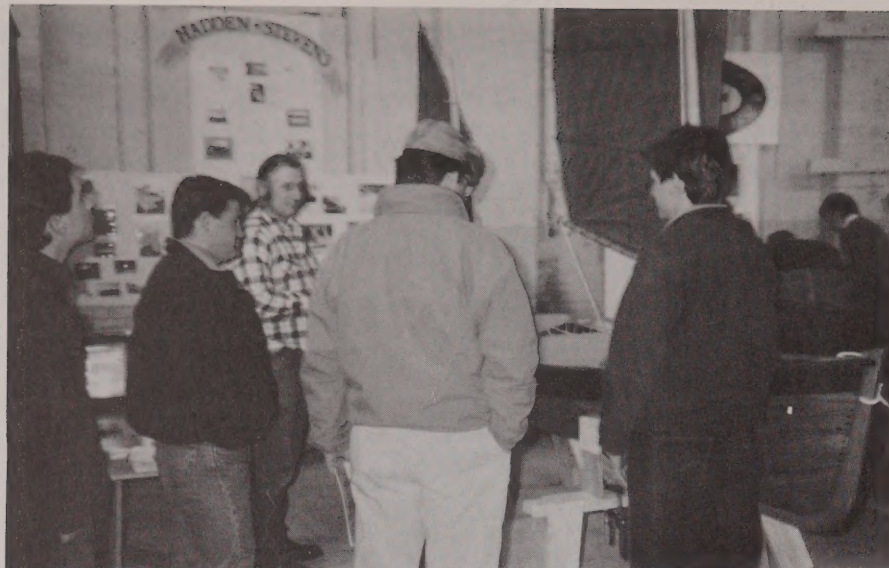


#### H & H BOATWORKS

Rich Cromwell had this immaculate restoration of a 1936 Herschhoff 12-1/2, "Sweet 16", set up to show the level of quality his firm can achieve. It was too nice to touch, but Rich said the family that owns the boat races it regularly every season without abuse. No sand on the shoes even for the plate glass varnish on the seats! H & H Boatworks, P.O. Box 218, Sebasco Estates, ME 04565, (207) 725-5644.







#### HADDEN & STEVENS BOATBUILDERS

Rob Stevens (third from left) and Alex Hadden (right) had their "Piccolo" on display, but the VCR was running videos of Rob's big 21' power dory with its classic one-lunger engine, and Alex's replica of the Thomas Fleming Day's classic Sea Bird Yawl, both much too big to bring along, but both looking for owners. Hadden & Stevens Boatbuilders, 65 Main St. Topsham, ME 04086, (207) 729-7402.



#### ISLAND BOAT WORKS

Robert O'Brien did not get the new Wizard River Skiff he was building at his shop on Peaks Island in Casco Bay done in time for the show, so he rowed over this leaky old skiff and proceeded to commence some major repairs on the stem, as an example of what neglect can do to an otherwise faithful small boat. One persistent question caused him to post a hastily scribbled sign on the boat; "No I did not build this boat." It was a creative way to deal with a missed deadline. Island Boat Works, Maple St. Peaks Island, ME 04108, (207) 766-3309.



#### KATAHDIN CANOES

George Seeber (center) came down from E. Millinocket, ME, to display his strip-built wooden canoes; the 18'6" "Knife Edge" based on the E.M. White "Guide", and the 16' "Pamola", in his first effort at showing his craft. The fittings are all bronze and brass, and George uses a stapleless strip construction technique. Katahdin Canoe, 25 Cedar St., E. Millinocket, ME 04430, (207) 746-5438.

#### LOON KAYAKS

Chip Chandler's graceful strip built sea kayak drew much attention, here the folks have a look inside at the storage under the foredeck of his latest boat, the 17'8"x23"x40 lb. "Razorbill". Loon Kayaks, 253 Small Point Rd., Sebasco Estates, ME 04565, (207) 389-1565.





## MARTIN MARINE

Doug Martin and his crew were in the show this year with the Alden Shell and Appledore Pod, along with his own oar designs, including the radical looking Douglas "Deltor". Douglas is very involved in the theoretical aspects of developing propulsion with oars and has some technical stuff on the subject we'll be running soon. Martin Marine, Box 251, Kittery Point, ME 03905, (207) 439-1507.



## T.R. MAYER

Tim Mayer (right) finishes out bare fiberglass hulls he buys from Jim Thayer, and the resulting boats are beautifully detailed rowing craft. Tim sold this boat and took an order for another at the show, hard to resist the beauty of his woodworking on the superbly finished Thayer fiberglass work. T.R. Mayer., RFD #1 Box 307, W. Buxton, ME 04093, (207) 442-1508.



## MILL COVE SMALL BOAT WORKS

Roy Jenkins and Jerry St. Clair specialize in building traditional small craft up to 15' in length, and this 9'3" Lawley tender was their choice to display, an obvious choice for the owner of a classic wooden sailing yacht. They also build a 13'6" Culler skiff which is offered both as a rowing and a sailing model. Mill Cove Small Boat Works, 153 Commercial St., Boothbay Harbor, ME 04538, (207) 633-2787.

## ORR'S ISLAND BOAT WORKS

Bill Sweetman (right) deals in auxiliary diesel engines and repowers sailing yachts mostly. Here he extols the virtues of one of his diesel engines. But his heart is in an old turn-of-the-century Kermath he restored last winter, and which he fired up late on Friday and Sat-

urday as the show closed, to show what 200 rpm sounded like. It drew a crowd both afternoons almost instantly. My photo of that turned out too poor for reproduction. Orr's Island Boatworks, RFD 1 Box 731, Orr's Island, ME 04066, (207) 833-5852.







#### PORTLAND YACHT SERVICES

Because Phin Sprague organizes this show, it tends to obscure the fact that his main business is in yacht repair, restoration and maintenance, and so, amongst all the other exhibitors, Phin had in place the 47' Eldridge McGinnis yacht "Prowess", a major league restoration of a 1948 classic yacht. Portland Yacht Services, 58 Fore St. Portland, ME 04101, (207) 774-1067.

#### RKL BOATWORKS & DAVID NUTT BOATBUILDER

Rob Lincoln (right) certainly is branching out from his original strip built canoes and Rangeley boats. He displayed this restoration of a 1954 "Tomahawk" outboard runabout, but his current project is a new 28' contemporary mahogany runabout. Here he's talking shop with David Nutt, whose recent major project has been a 36' Dick Newick trimaran, a bit large to lug to a show, so David showed a lot of photos of the unique DuraKore/West System construction. RKL Boatworks, Box W96, Mount Desert, ME 04660, (207) 244-5997. David Nutt Boatbuilder, Rt. 27 Box 320, W. Southport, ME 04576, (207) 633-6009.

#### THE ROCKPORT APPRENTICESHIP

Certainly the outstanding creation at the Rockport Apprenticeship last year was this Sandbagger sloop "Puffin" ("Boats" Dec. 1, 1990). No way could her enormous spread of sail be set up, even under the high ceilings of the old mill building, but the long, long bowsprit could be in place. "Puffin" is even a trailer boat if you have enough help. As the show broke up Sunday afternoon, the Rockport crew press ganged about a dozen passers-by to heave ho "Puffin" off her cradle and onto a trailer. The Rockport Apprenticeship, 539 Sea St. Rockport, ME 04856, (207) 236-6071.

#### SHEW & BURNHAM

Dick Shew and Cecil Burnham are still at it building classic traditional small boats in between the occasional major project. Here Dick (behind transom) discusses the little Shew & Burnham Yacht Tender they've come up with as something different from their line of Whitehalls. Shew & Burnham, S. Bristol, ME 04568, (207) 644-8120.



## ROBERT W. STEPHENS WOODEN BOATS

Bob Stephens (left) sold one of his glued lapstrake "Wee Lassie" double paddle canoes at the show, but he'd rather sign up customers for his custom design work on his own line of small boat designs. Here he talks about such a custom job with a prospect at the drawing board set up in his booth. Robert W. Stephens Wooden Boats, 32 Pine St. #3, Searsport, ME 04974, (207) 548-0129.

## CHRIS STICKNEY BOATBUILDER

Chris Stickney (center) had several of his small skiffs on display, but the pride of place belonged to this gorgeous little 10'6" lapstrake cedar planked tender, built from lines taken off an old tender over 100 years old. The boat is oil finished on the inside, thinned varnish on the outside. The sheer strake is a red cedar plank in natural color. Nice job. Chris Stickney Boatbuilder, Box 146, St. George, ME 04857, (207) 372-8543.

This has been a look at a just a few of the builders who were at the show, and I arbitrarily decided to include just some of the Maine builders, since it was a "Maine" boatbuilders' show. They were the overwhelming presence, amongst 58 exhibitors from Maine, and they set the scene pretty well. A few builders came up from Massachusetts, one from Vermont, and one from New Hampshire. But it was the Maine builders who made it happen with their marvelous variety of interesting boats.

Report & Photos by Bob Hicks



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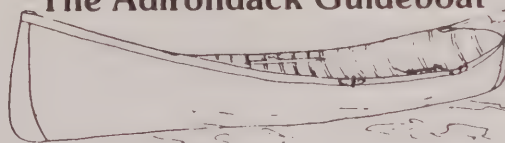
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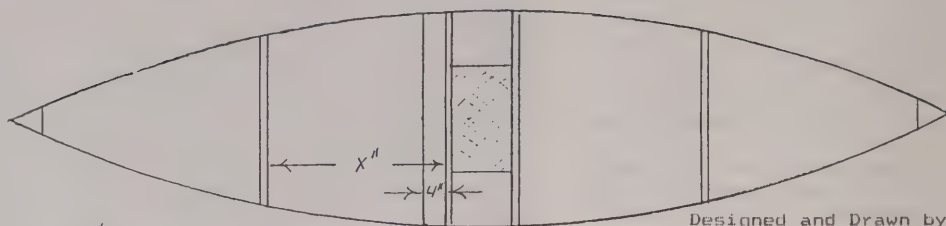
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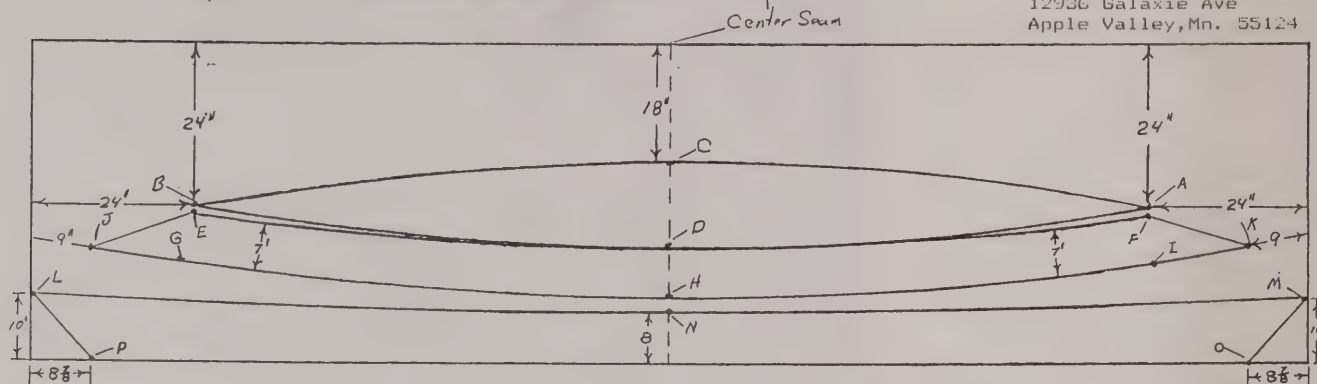
# Building the QD2

Gunnel Section



Definition X = your in-seam

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The boat QD2 [quick dirty 2] is built from two sheets of plywood. Any 1/4" or 3/16" wood will work. The original was lauan underlayment. The two panels are spliced end to end with a fiberglass tape joint. The boat is then drawn full size on the good side of this panel.

The boat is built of five panels, a keel section, two bilge panels and two gunnel strakes. These panels are drawn onto the plywood using small wire nails [1"] and a wooden baton about 3/4" square. A few spring clamps help do this step.

## Laying Out The Keel Panel

1. Measure in 24" from each end and sides of plywood. This will give you Points A and B.
2. Measure in 18" from sides of plywood at the center seam. This gives you Points C and D.
3. Drive nails into all points drawn.
4. Bend baton around nails A, C and B and draw line.
5. Repeat operation with Points A, D and B.

## Drawing One Bilge Panel

1. With a square, measure out 1" from Points A and B. This creates Points E and F.
2. Draw line EDF.
3. Square over from this line 7" to determine Points G, H, and I.
4. Draw line GHI. Continue this line to the ends of the plywood.
5. Measure in from the edge of the plywood 9" along line GHI to get position for J and K.
6. Draw line JE to a point about 1/8" beyond E on line GHI.
7. Repeat operation with points F and K.

Note: Line EDF should be about 1/4" longer than line BDA.

## Draw One Top Panel

1. Points L and M are 10" from corners of plywood.

2. Point N is 8" from edge of board on the center seam.
3. Draw line LNM. [This line is the shear line.]
4. Measure 8-7/8" from corners of panel to get Points O and P.
5. Draw lines LO and MP.

Note: Line PO should be 1/4" longer than line JGHK.

Bilge and shear strakes should be duplicated on the remaining plywood. Any errors made will be duplicated, reducing the importance of the error. Lay the panels good side to good side and you will have port and starboard panels.

Holes about 1/16" should be drilled about 1/4" from the edges of all adjoining panels, starting at the center seam and going 4" between holes. Holes should be directly across the seam from its counterpart.

Before beginning assembly, plane edges of panels that will join giving them a 70-80% angle. This also knocks down any large bumps. Don't get too fussy with this beveling, you are just reducing the gap.

## Wiring Up Hull

The first step in assembling the hull is to wire together [loosely] the ends of the bilge panels. Set the keel panel up at a comfortable height on anything solid, bottom side up, and begin wiring on the bilge panels.

Start at the center with a tie on each side. Move halfway toward the ends and make some loose ties to begin to pull things into place. Now return to the center and put ties in all the holes snugging them down as you work toward both ends equally. All ties should be on the outside of the hull.

As you approach the end of this step, you may be alarmed that your boat is becoming very "hogged." Don't worry, the side panels pull this back out.

With the boat still upside down, begin adding the side panels. Begin as you did before, at the center, and work towards both ends equally. When this step is complete, you should have something that looks sort

of like a boat.

## Taping the Seams

Your boat is very flexible at this stage. Carefully turn it over and prop it up so it will be nearly level.

The shape of the boat can be altered very much at this point, so you must now decide what type boat you want. Lift the ends and you will notice the sides bulge outward. Lower the ends and the sides will come back in.

A heavily rockered boat will be wider and more stable. This will be great in white water. The same combination will create a boat that turns very easily, also great in white water or ocean.

Us Midwest lake paddlers prefer a better tracking boat. I built the original with 1" of rocker and a 32" beam. This was a pretty good compromise.

When you are happy with the shape, block the hull securely to hold it in that shape. Remove any twist at this time or you will live with it. You are now ready to begin taping the seams.

The first step in taping is to prime the area to be taped with resin, then mix some filleting compound such as West System 405 [sawdust and polyester will work]. This material is applied to the joint and smoothed out with a round ended stick or a flexible squeegee like used in body shops.

A smooth inside radius is your goal with the filleting. This will make it easier to get a smooth glassing job when you tape the interior.

When the fillets are beginning to firm up, you can begin taping. More resin is applied and a fiberglass tape 4" wide is laid into this resin. Press the glass into the resin firmly with your brush. Add more resin only as needed to completely wet out the cloth.

Lay the tape into the boat end to end, without seams if possible, to get the smoothest interior. Complete the inside and let stand, undisturbed, until the resin has cured.



The boat can be rolled upside down again after the resin is cured and propped up at a comfortable height. Care should be taken as the hull is still fragile until the outside is also glassed.

The wires can now be pulled out. This is done best by cutting one side of the tie near the wood and heating the other leg of the tie with a torch. When the wire is red hot, pull it out of the boat.

When all wires are removed, sand off the sharp corner of the joint and you can tape the exterior.

When cured, the hull is complete. It has gained much rigidity from the fiberglass but still requires gunnels and thwarts to give it the strength it needs for use.

#### Trimming The Hull

The boat can be trimmed much as any skiff. The rub rail should be no larger than 3/8"x3/4". They can be bolted directly to the bottom side of the inwale.

The seat should also be bolted to the bottom of the gunnel, but the front edge should be lowered 3/4". The front edge of the seat should be mounted 4-5" behind the center seam.

The front thwart can be used as a foot brace. Install it at a distance from the seat equal to your inseam length.

The rear thwart should be midway between the seat and the stern of the boat.

Small decks can be added as they help strengthen the boat. Keep them small, they add weight.

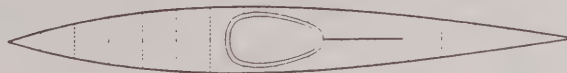
The boat can be finished with paint or varnish, your choice. My original boat had a primer of West System epoxy squeegeed into the wood, then a sanding and varnish.

## Pygmy Sea Kayaks

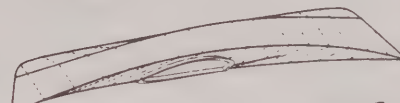


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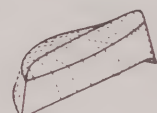
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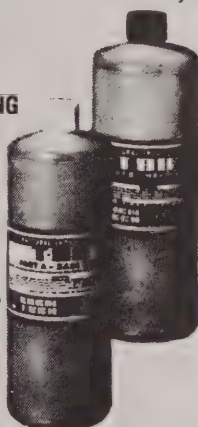
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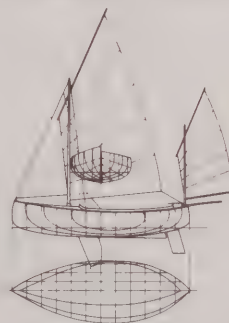
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Right here at Alexander Springs State Park in the Ocala National Forest started a fantastic five days. My wife asked me what I wanted for my birthday and I told her five days of uninterrupted canoeing would be just fine. Darned if she didn't say OK. I spent one of those days camping out at Alexander Springs and enjoying the clear water, the fine scenery and the fantastic bird life. Neat to wake up at night and look up through the tree branches and see the stars so bright and clear. We forget how pretty it is away from the street lights and traffic sounds of Sarasota.

The next morning I took off for Fargo, Georgia and the Okefenokee Swamp. I had spent a short time there several years ago and was fascinated by the endless vistas and the silence. I wanted more. But to no avail - the road to the swamp was blocked off. The water level was really low and they had just finished putting out a massive forest fire and didn't need people getting in their hair. The Suwannee was also really low at Fargo, but canoeable for a lightly loaded Wee Lassie. I spent several hours paddling upstream. The thing that amazed me most about this stretch of river was the trees - weirdly twisted trunks of immense size, some dead, some still living, some creating their own little islands out in the river. I shot a whole roll of film on a very short stretch of the river and all of it was trees. Of course, most of my pictures are of trees. Trees stand still - deer and otter tend to disappear while I'm getting out my camera. Birds also have a way of flying out of sight. I like tree pictures anyway.

The next place I stopped was the Canoe Outpost, Spirit of the Suwannee, where safe parking only cost a couple of dollars and you can canoe without worry - which I proceeded to do. The Suwannee had completely changed in character in the short distance I had driven. At Fargo the banks were low, here the river was cut deep into the land, exposing the limestone rock that underlies most of Florida, and carving that same rock with its immense power at time flood. You can see heavy logs way up in the tree branches left there by previous flood seasons.

I am fascinated by the way tree roots come down the face of the rocks like waterfalls to reach the water even at low levels. Tiny springs trickle from the rock faces, small caves are carved back into the rocks. On almost every turn of the river you have exposed rock cliffs on one side and sparkling white sandbars on the other. The Suwannee has a color all its own. Not the real dark, almost chocolate color of the Myakka here in Sarasota. The Suwannee is a rich burgundy color where it runs over the pure white sand of its bed. I paddled quite a ways upstream and then let the current take me back to the truck. The people at the outpost will take you upstream and put you in, rent canoes and furnish camping in very pleasant surroundings. A nice place to stop. I think this is the prettiest area on the Suwannee, especially at low water in the fall of the year. They say spring time is really pretty also.

Next I headed for Tallahassee. You could spend the rest of your life canoeing in this area. I concentrated on a small area southeast of town. I spent time on three rivers and all were spring fed, crystal clear.



## Five Days of Uninterrupted Canoeing

I wish I could say wild and undeveloped, but I can't - it is too late for that by about twenty years. I had all three of these rivers pretty much to myself. It was during the week and the weather was a little crisp for water skiing, but just right for canoeing. I would imagine all these streams become crowded with motor boats on weekends. The Wacissa was the first one I paddled. It is very overgrown with water weed, wide and fairly shallow - you pretty much have to stay in a channel cut by the motor boats in order to paddle with any ease. The nicest part of this stream that I saw was the little feeder streams on the west side of the river. They wound back into the woods and ended in springs - one of them a very big and deep one that evidently is heavily used by scuba divers. It is over forty-five feet deep. The water is clear and you can see the fish and water plants far below. I love to just let the canoe drift across the top of the spring, watching the play of light on the rocks as your angle of sight changes.

The Wakulla is nearby. There is a public boat ramp for access at a little bridge. The far side of the bridge is blocked off by a barbed wire fence, posted to keep all boat traffic from the headwaters where the spring is located. There is a big resort at the spring presently owned by the State of Florida. What right they have to barricade a navigable stream I don't know, but I intend to find out. The Wakulla is very pretty and the trees are grand. Tall old cypress line each side of the river, but between the cypress trees are docks with motor boats. The houses are set back a little from the river but are very much in evidence. Not shacks, but big expensive homes. Houseboats are also present and all signs point to a lot of noisy water activity on weekends. The sounds of new construction are very much present. The whine of skill saws and the racket sound of automatic nailers spoiled the river for me. I returned to the parking area where a swarm of sur-

voyors are running a line down the center of the parking area. The owner of the property was there and said he was tired of cleaning up the mess left every weekend, so he was fencing his property off and getting ready to build another big home on the river bank. Oh well!

I headed further south to the St. Marks River. Where I put in was fairly wide with a good current flowing to the Gulf. The water was clear and pretty with the rich green of the turtle grass turning the water into one great emerald. I honestly believe this is the longest grass I have ever seen. Some of the fronds had to be twenty feet long if they were an inch - all streaming out in the current. Almost all the development was right at the bridge where I put in and took out. The rest of what I saw was wild. Drifting back downstream I put my feet up and almost fell asleep. It was so calm and quiet - fantastic!

One comment on both these streams. The people around Tallahassee must really like their beer. They recycle their beer cans by throwing them over the side as they motor merrily along. I guess they think they are furnishing habitat for the fish that live in their streams. Empty beer cans and cola cans litter the bottom of both these crystal clear, spring fed streams.

Late that afternoon I headed back towards Tallahassee, but stopped on the way to investigate where the St. Marks goes underground. There was a battle fought here during the Civil War which the South won, keeping the Yankees from taking Tallahassee. Beyond the monument to the battle, the road turns to dirt and crosses a little wooden bridge. There is a very trashy put in area there, only room for a car or two, but no one else was there and it was only a minute 'til I had my Wee Lassie off the truck and into the water. This is a cozy little stream this far up. The kind I like. Otter play here and the trash is quickly left behind. A lot of logs just under the surface,





but the water is clear enough to see them and avoid trouble. The stream is cool and shaded - intimate as it twists and turns through the woods. I had saved the best until the last for this day. A very pleasant interlude.

The next day I headed back towards Sarasota, but I had one more stop I wanted to make. Just off Route 27 is what I consider to be the premier stream in Florida. The Ichetucknee River. Only 3.5 miles from the head spring down to Route 27, but an absolute jewel. I saw ONE empty beer can. That has to be an all time record. No other trash either. The river is a riot of color, with the water deep green with one type of water plant, then pale green with plants that belong in an aquarium, massed in great bunches over the sparkling white sand.

The river is tight in places and the current swift, then it widens out and reeds take the place of trees, so there is a wide variety of scenery. Otters abound in the river, though they are not tame and you have to look sharply to see them before they dive. I came across two young deer browsing along the bank. They stood still studying me for a minute as I stopped paddling and the current slowly took me away from them, they suddenly bounded back off into the woods.

I couldn't help but thank God that there were still places like this left on earth - although they are getting few and far between. I don't know how anyone can shot a deer - but then a hunter I will never be.

In the summer this stream is given over to tubers, but in the fall and winter months it is one of the nicest canoeing streams in Florida. I give it an unqualified ten and only wish there was more of it.

Henry "Mac" McCarthy



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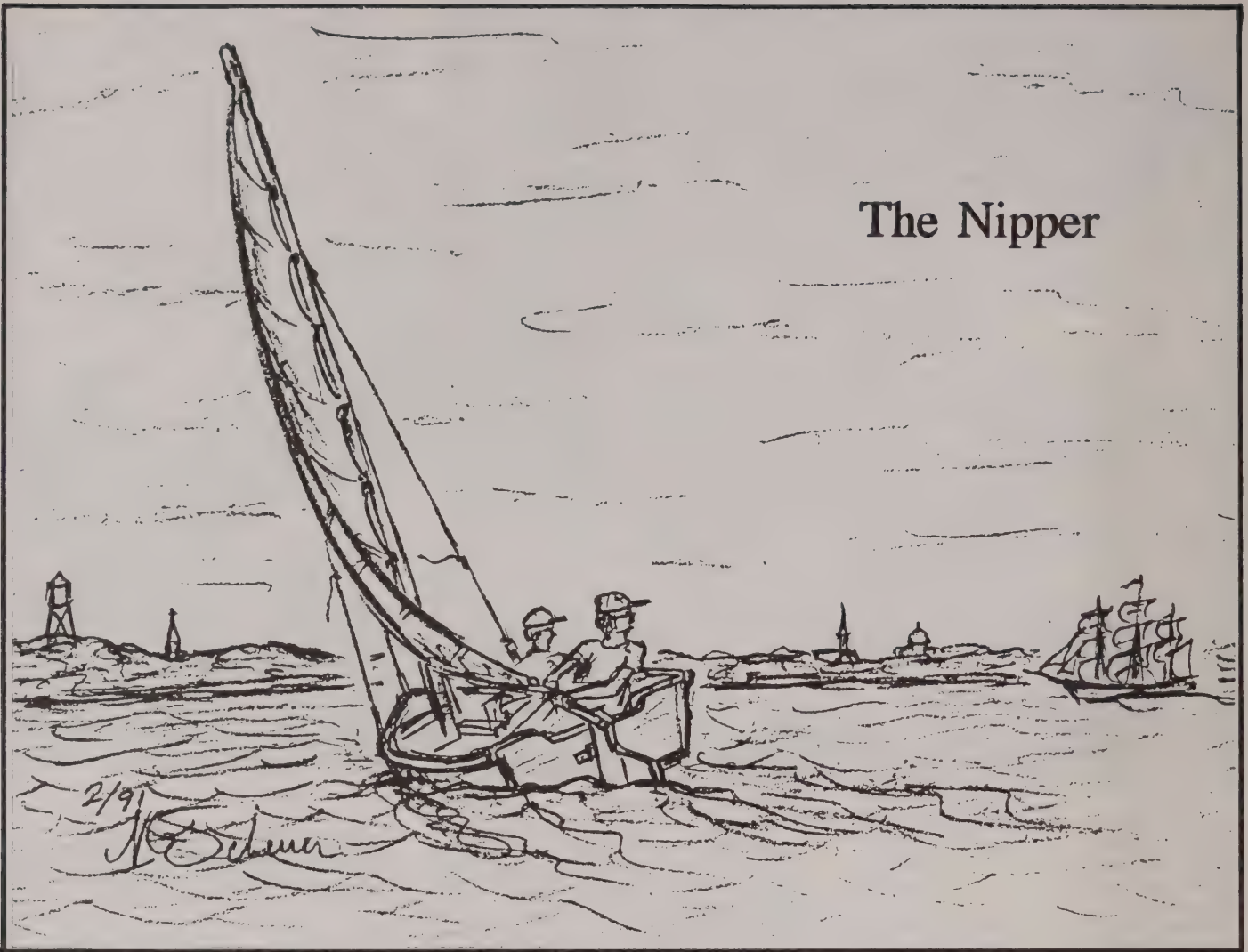
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## The Nipper



The only thing the Nipper needed was a sail. Even though my Popular Science book, *Boats Anyone Can Build*, had an appendix devoted to sail lofting, much of the text remained lost on Mom and me. Now Mom could make or mend any sort of clothing or window curtains with her foot-treadle Singer; nevertheless, she had never cut a sail. Dad knew quite a lot about sailboats, and even more about airfoils on aircraft, but he did not pretend to know much about sewing (compared to Mom). The budding boater, on the other hand, could quote line after line from the book, completely unhampered by fundamental understanding of such terms as "draught" or "chord." I didn't have much patience, either. School had started and there wouldn't be much more warm weather for sailing.

Our material was a great spread of stage set canvas Dad had left over from a theatrical project. We cut most of the sail in one piece, adding only a few square feet at the peak. Since the book showed sails having a great number of seams, I persuaded Mom to apply rolled tapes at intervals across the sail, parallel to the seam, which had been angled from the luff to look like the sails in the book. "Close" had been good enough for a lot of our work on the Nipper; little did I know how disastrous that could be when it came to sails.

Head, tack and clew were reinforced with additional layers of canvas, then grommets were hammered into place. Dad had

bought a special tool for putting grommets into fabric, but we found that our ball-peen hammer alone worked about as well.

Over the span of a week I laboriously stitched a length of supple quarter-inch manila along the luff and foot while listening to favorite evening radio programs such as *The Lone Ranger*, *Tom Mix* and *The Green Hornet*. The ends of this line were opened, tapered, relaid and whipped, just as the book instructed. The stitching and whipping were done with some waxed flax twine we kept handy for whipping the ends of line for Scout projects. Our needles were shoemakers' needles once used by my grandfather. We had no sailmakers' palm, but Mom had enough thimbles to put one on each finger; and I did. The stitching was good and tight, and I suppose it puckered up the hem enough to introduce a suggestion of draught.

For fastening the slides, the boat shop had sold us little bronze clamps with pointy jaws designed to be hammered onto the luff rope. Simply seizing them with more of the waxed flax would have been better.

The Nipper's hull and rig fittings are noteworthy because they worked so well, even though only the rudder pintles, one gudgeon, the luff slides and the mast track were what you'd call "proper marine hardware."

The head stay and shrouds were ordinary galvanized steel twisted-strand guy wire which we bent around steel thimbles

and secured with crude splices sheathed with solder. Mast tangs and chainplates were common plated steel "mending straps" from the neighborhood hardware store; the kind with four staggered holes. I remember wishing they'd made those things with the holes centered properly so they would look better on a boat. The tumbuckles, too, were the plain hardware store variety with galvanized bodies and bent-rod eyebolts.

The masthead sheave was a sash-weight pulley Dad had salvaged from a window years before and kept in a box of similar stuff. It was a little rusty, but still kind of neat because it had two rows of sharp teeth designed to grip the sides of a close-fitted slot in wood, and therefore required no screws to secure it. A squirt of machine oil took care of the rust.

The sheet block also came from the hardware store and cost less than a dollar. Compare that with the price of a small block from Schaefer. Keep in mind that the Nipper's home waters were a thousand miles from the nearest salt water, and she was always stored on the rafters of our garage.

I had wanted a real gooseneck for the boom, somehow feeling that it was the key article of sailing hardware. But Dad wasn't eager to pay the price of a genuine bronze gooseneck at the boat shop, and my allowance wouldn't even come close. In the end I fabricated a perfectly serviceable gooseneck from a steel gate hinge, a pair of





mending straps and a stove bolt with a wingnut. Of course, if I'd known then about Phil Bolger and the simple sprit rigs he favors, I could have done just fine without a gooseneck fitting at all. Still, I learned a whole lot more from that experience than if we'd simply bought the fitting.

Finally, on an Indian summer weekend in October, we loaded the Nipper into the utility trailer and went up to Diamond Lake in Michigan. At that time it was home to the largest Snipe-class racing fleet anywhere.

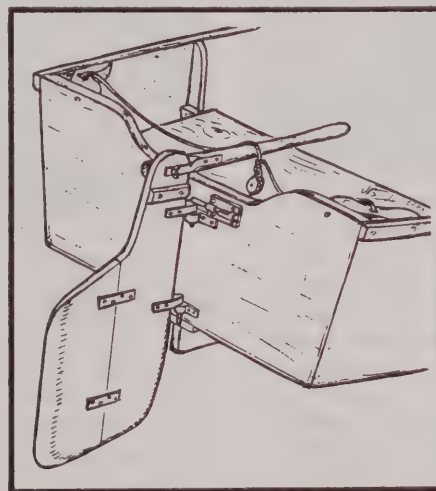
The whole family went along, so I had quite a group of wellwishers when Dad and I bore off on a run away from shore.

The turn onto a reach revealed a fault in my design; the Nipper wanted to nose up into the wind, even with full weather helm. I was not yet a practitioner of salty language, but there were dark thoughts, confirmed by a discussion of the evidence that the daggerboard had been positioned too far forward. After months of work and years of dreams (see "A Summer's Sidewalk Skiff" and "Rebuilding The Bottomless Boat" in previous issues of "Boats") this was a bitter disappointment. I was heartbroken. How could this have happened? We knew that the board should be located at the center of the sailplan, leaving the rudder more or less neutral. However, in locating the trunk ahead of a bottom frame, whose position had been dictated by existing topsides frames, I had compromised the design too much.

The Boy Scout motto is "be prepared," and we had brought along a stout paddle made by fastening a plywood blade and T-grip to a broken hickory handle from a garden hoe. Dad held this alongside the lee of the rudder and the increased lateral plane aft enabled us to progress upwind and return to the launch point. Our quick fix out on

the water suggested what might be done instead of rebuilding the daggerboard trunk; just enlarge the rudder.

It was the following spring before we could prove whether our "barn door" rudder modification would hold the Nipper on course. Indomitable little boat that she was, she needed only a little weather helm. However, the large white pine rudder exhibited a new quirk; it floated right up out of the gudgeons! We simply lashed it down for the trial. Later Dad suggested that a gate bolt, from the hardware store, of course, would keep the buoyant rudder in place. With that simple addition the Nipper was complete.



A typical daysail would have the whole family driving down to Lake Maxinkuckee by Culver, Indiana. There was a large municipal park on the north shore and a launch ramp for fishermen over on the southwest side. We would launch the Nipper at whichever point made for the fairest wind. Then one of my younger

brothers and I would sail across the lake while the rest of the family enjoyed the park. With the prevailing westerly or SW winds, we usually sailed toward the park where Mom would have a picnic supper ready for us when we completed the crossing.

In the evening we hoped Mom and Dad would say yes to a run around the lake in one of the Chris Craft runabouts at the public pier, which offered rides for fifty cents a head. It only cost a quarter for the more sedate tour boat, but that was pretty dull compared to the magnificent varnished mahogany double cockpit "speedboats," as we called them. The stern cockpit was considered best because it was wetter.

With her undersized, mostly flat sail, the Nipper was never what anyone would call fast. In fact, she was downright slow compared to the prams at Scout camp. Besides the rough cotton sail and the misplaced daggerboard, other flaws conspired to retard performance. For one, the chine seams leaked like the proverbial sieve, so she usually had water swashing around under the floorboards. We learned never to venture out without a soup can bailer and a couple of sponges. Then, except for the quarter-inch fir plywood bottom and one-by-two frames, most of what we added was stouter than needed, so she ended up displacing a good deal more than the nimble prams. Even worse, where the prams had vee bottoms with quarters sweeping up to graceful transoms, the Nipper had a large boxy transom no reasonable attempt to trim would lift clear of the water.

However, we understood little of all that at the time, and so, until outgrowing her in perception as well as size, the Nipper taught me and my brothers timeless lessons.

At least we were out on the water, which was where everyone wanted to be, if only they had a boat, right? You bet!

Flaws notwithstanding, the Nipper was our passage to other fun involving boats. I've already mentioned the speedboats. On our crossings of Lake Maxinkuckee, people would slow their outboards for a better look; and if they didn't, we enjoyed challenging their wakes. Others in sailboats would wave and ask what kind she was, to which we were proud to reply that we'd built her ourselves. And out on Lake Maxinkuckee, we would hope to spy the O.W. Fowler, a forty-foot full rigged ship (three masts, all square rigged except for headsails and spanker) that the Culver Military Academy used for sail training. A dandy ship she was, built of wood by a shipwright at the school. From a distance she looked like a full-blown China clipper.

We also made float trips in the Nipper, down the St. Joseph River between South Bend, Indiana and Niles, Michigan, and on the Tippy canoe River along the places Dad had been raised, Delong, Leiter's Ford and Monterey. We would pilot the boat using the rudder and a pair of paddles, leaving the rest of the rig at home.

One of these excursions was an overnight campout with another Scout from my troop. We lashed our bedrolls, provisions and my old pup tent on the bow thwart, knowing that the floorboards would be awash from time to time.

The South Bend police hailed us at the outskirts of town, having been alerted by some concerned citizen that "two boys in a



tiny little boat were drifting down the river," or some such. The officers let us continue after assurances that our parents knew what we were up to and that we could handle a boat.

Stops were made along the way for exploring the riverbank. It was late afternoon by the time we set up camp in a field above the river near Niles. Our supper was standard fare for campouts where fancy cooking for advancement in Scout rank was not involved; simply chili heated over a small fire and a few of Mom's cookies washed down with Wyler's dehydrated lemonade.

After dark, Kent and I hiked into town to lighten our pockets of the spending money we'd brought along. The only places open on a Saturday night were a drugstore, a movie house, a gasoline station and a candy shop. How satisfying it was telling the lady in the candy shop, "we've come down the river from South Bend in our own boat and we have a camp out south of town."

Next morning we hiked into town again to attend Mass at the Catholic church, something our troop always did on campouts. Later Dad met us at the portage above the dam where we loaded the Nipper and our gear into the utility trailer.

Nowadays lots of folks keep boats of all kinds by riverfront homes and there are concrete ramps with plenty of parking space. But during the 1950's, there were

only flat-bottomed fishing skiffs and a few canoes because the St. Joe was generally thought too nasty and polluted, with dangerous currents and whirlpools that could "just suck a boat right under." Nuts! We knew better. The Nipper would sure spin around in a whirlpool, but never once was sucked under.

Some years later, long after my three brothers had taken their turns learning to sail in the Nipper, I spent a Saturday morning on Lake Michigan showing the ropes to a friend who was learning to sail. By that time I also owned a Snipe one-design sloop and sort of hoped my friend might be interested in buying the dink. I hadn't been out in the Nipper for ten years and had dusted her off from storage in my parents' garage just for this occasion. Well, my friend weighed well over two hundred pounds and the boat would barely move in the moderate breeze without help from a paddle. Trimmed for a close reach we were lucky to make good a course ninety degrees from the wind. The full extent of her inadequacies became obvious.

So, after loading her back on top of my car, we swung by the marine office to post a For Sale sign on the bulletin board. No sooner had we returned home when a fellow phoned for an appointment to see the boat. He and a friend were looking for something cheap to sail off the beach during summer vacation. We were still hosing sand out of

the bilge when two guys drove up in a Volkswagen convertible.

"Hey! Whaddayawant ferri?"

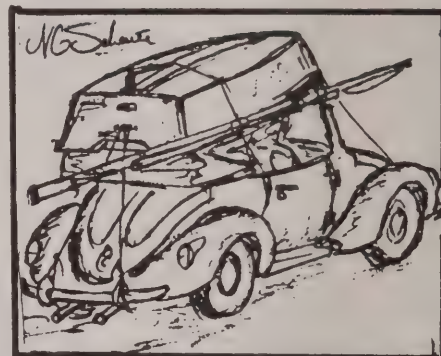
"How'bout fifty bucks?"

"Itzadeal!"

The sale just about repaid every dime ever spent on the Nipper; not bad for a boat that leaked and sailed as badly as she did.

We set the hull on the open-top VW with the windshield supporting the bow, lashed the spars alongside, stowed the sailbag, rudder and daggerboard in the back seat, and off they went. It was the last I ever saw of my old Nipper.

Moby Nick

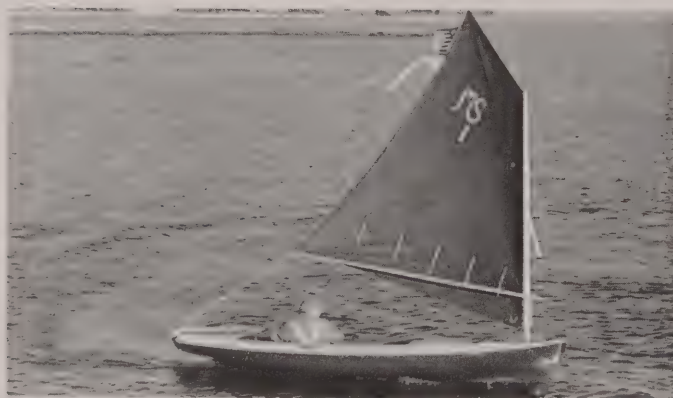


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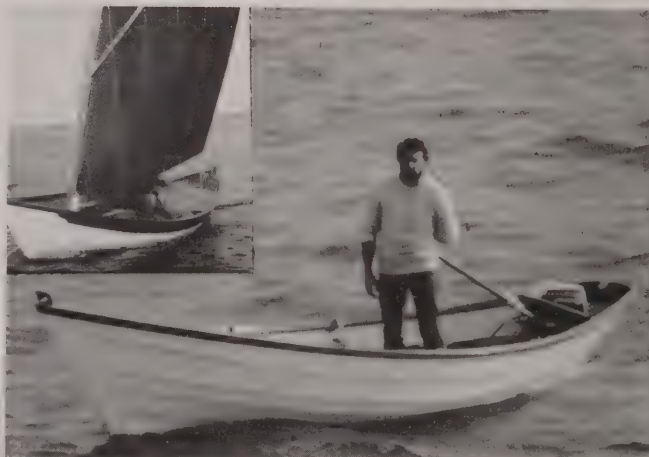
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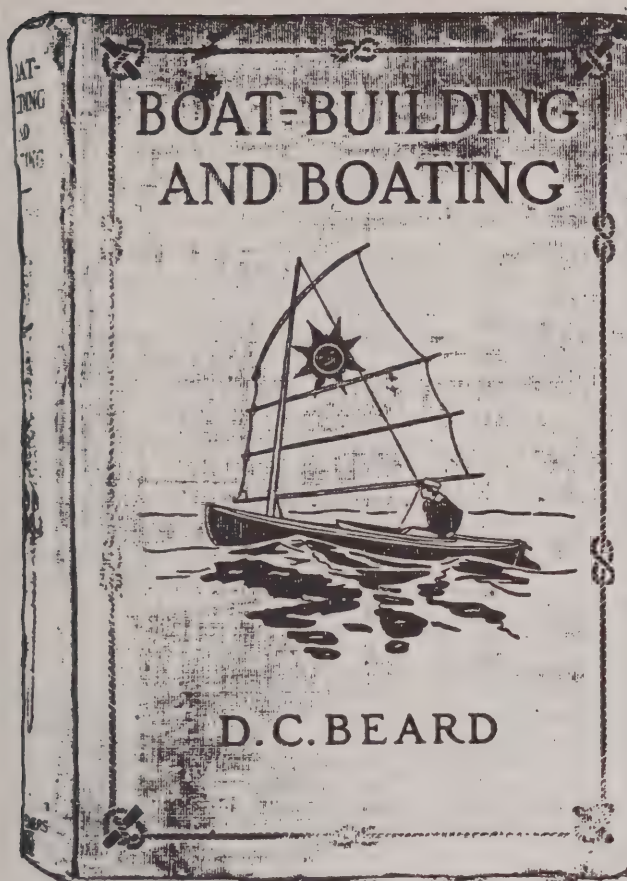
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## CHAPTER XI

### KNOTS, BENDS, AND HITCHES

#### How to Tie Knots Useful on Both Land and Water

(Continued from Previous Issue)

The "fire-escape sling" previously mentioned, and illustrated by Fig. 185, E, is made with a double line.

Proceed at first as you would to make a simple bow-line knot (Fig. 186, XVIII).

After you have run the end loop up through the turn (Fig. 186, XIX), bend it downward and over the bottom loop and turn, then up again until it is in the position shown in Fig. 186, XX; pull it downward until the knot is tightened, as in Fig. 185, E, and it makes a safe sling in which to lower a person from any height. The longer loop serves for a seat, and the shorter one, coming under the arms, makes a rest for the back.

Fig. 186, XXI is called a "boat knot," and is made with the aid of a stick. It is an excellent knot for holding weights which may want instant detachment. To detach it, lift the weight slightly and push out the stick, and instantly the knot is untied.

Fig. 186, XXII. Commencement of a "six-fold knot."

Fig. 186, XXIII. Six-fold knot completed by drawing the two ends with equal force. A knot drawn in this manner is said to be "nipped."

Fig. 186, XXIV. A simple hitch or "double" used in making loop knots.

Fig. 186, XXV. "Loop knot."

Fig. 186, XXVI shows how the loop knot is commenced.

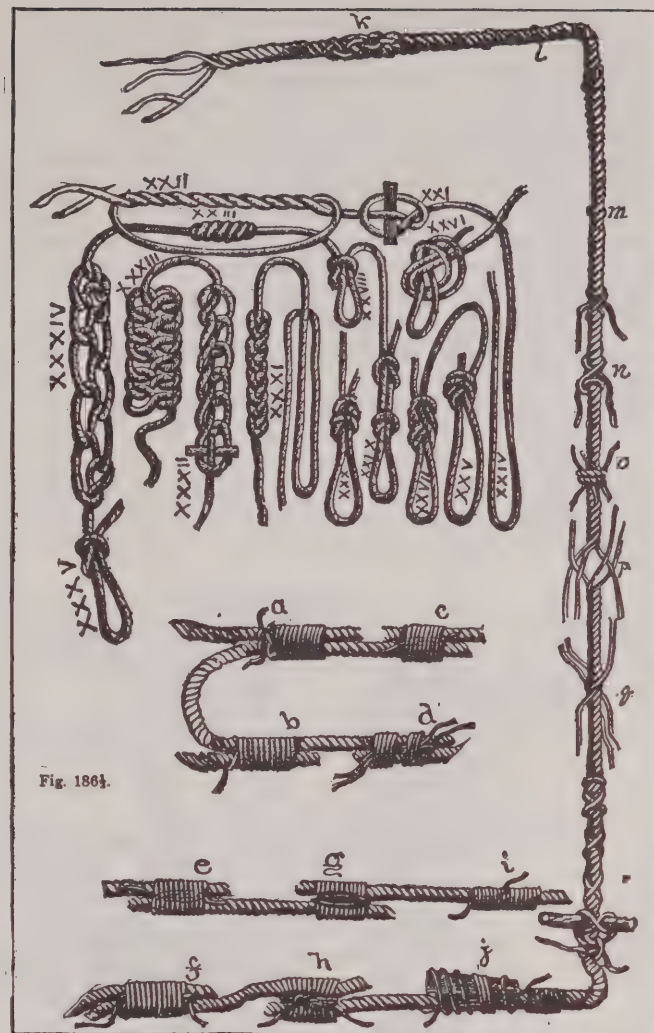
Fig. 186, XXVII is the "Dutch double knot," sometimes called the "Flemish loop."

Fig. 186, XXVIII shows a common "running knot."

Fig. 186, XXIX. A running knot with a check knot to hold.

Fig. 186, XXX. A running knot checked.

Fig. 186, XXXI. The right-hand part of the rope shows how to make the double loop for the "twist knot." The left-hand part of the same rope shows a finished twist knot. It is made



by taking a half turn on both the right-hand and left-hand lines of the double loop and passing the end through the "bight" (loop) so made.

### Whiplashes

Fig. 186, XXXII is called the "chain knot," which is often used in braiding leather whiplashes. To make a "chain knot," fasten one end of the thong, or line; make a simple loop and pass it over the left hand; retain hold of the free end with the right hand; with the left hand seize the line above the right hand and draw a loop through the loop already formed; finish the knot by drawing it tight with the left hand. Repeat the operation until the braid is of the required length, then secure it by passing the free end through the last loop.

Fig. 186, XXXIII shows a double chain knot.

Fig. 186, XXXIV is a double chain knot pulled out. It shows how the free end is thrust through the last loop.

Fig. 186, XXXV. Knotted loop for end of rope, used to prevent the end of the rope from slipping, and for various other purposes.

### Splices, Timber-Hitches, etc.

Although splices may not be as useful to boys as knots and hitches, for the benefit of those among my readers who are interested in the subject, I have introduced a few bands and splices on the cables partly surrounding Fig. 186.

Fig. 186, a shows the knot and upper side of a "simple band."

Fig. 186, b shows under side of the same.

Fig. 186, c and d show a tie with cross-ends. To hold the ends of the cords, a turn is taken under the strands.

Fig. 186, e and f: Bend with cross-strands, one end looped



over the other.

Fig. 186 $\frac{1}{2}$ , *g* shows the upper side of the "necklace tie."

Fig. 186 $\frac{1}{2}$ , *h* shows the under side of the same. The advantage of this tie is that the greater the strain on the cords, the tighter it draws the knot.

Fig. 186 $\frac{1}{2}$ , *i* and *j* are slight modifications of *g* and *h*.

Fig. 186 $\frac{1}{2}$ , *p* shows the first position of the end of the ropes for making the splice *k*. Untwist the strands and put the ends of two ropes together as close as possible, and place the strands of the one between the strands of the other alternately, so as to interlace, as in *k*. This splice should only be used when there is not time to make the "long splice," as the short one is not very strong.

From *l* to *m* is a long splice, made by underlaying the strands of each of the ropes joined about half the length of the splice, and putting each strand of the one between two of the other; *q* shows the strands arranged for the long splice.

Fig. 186 $\frac{1}{2}$ , *n* is a simple mode of making a hitch on a rope.

Fig. 186 $\frac{1}{2}$ , *o* is a "shroud knot."

Fig. 186 $\frac{1}{2}$ , *r* shows a very convenient way to make a handle on a rope, and is used upon large ropes when it is necessary for several persons to take hold to pull.

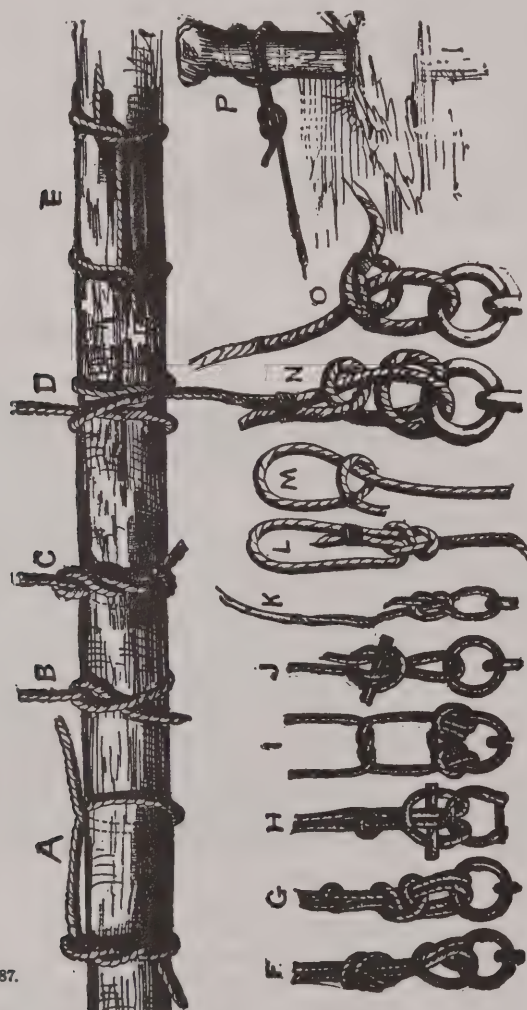


Fig. 187.

Fig. 187, A. Combination of half-hitch and timber-hitch.

Fig. 187, B. Ordinary half-hitch.

Fig. 187, C. Ordinary timber-hitch.

Fig. 187, D. Another timber-hitch, called the "clove-hitch."

Fig. 187, E. "Hammock-hitch," used for binding bales of goods or cloth.

Fig. 187, F. "Lark-head knot," used by sailors and boatmen for mooring their crafts.

Fig. 187, P shows a lark-head fastening to a running knot.

Fig. 187, G is a double-looped lark-head.

Fig. 187, H shows a double-looped lark-head knot fastened to the ring of a boat.

Fig. 187, I is a "treble lark-head." To make it you must first tie a single lark-head, then divide the two heads and use each singly, as shown in the diagram.

Fig. 187, J shows a simple boat knot with one turn.

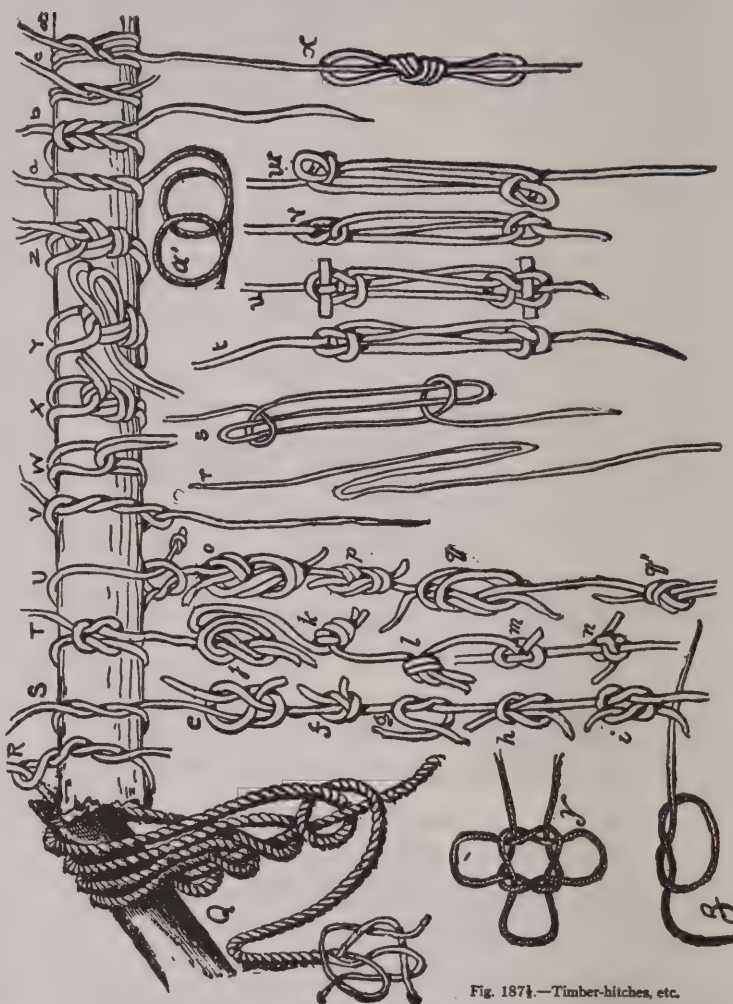


Fig. 187 $\frac{1}{2}$ .—Timber-hitches, etc.

Fig. 187, K. "Crossed running knot." It is a strong and handy tie, not as difficult to make as it appears to be.

Fig. 187, L is the bow-line knot, described by the diagrams XII and XIII (Fig. 186). The free end of the knot is made fast by binding it to the "bight," or the loop. It makes a secure sling for a man to sit in at his work among the rigging.

Fig. 187, M, N, and O. "Slip clinches," or "sailors' knots."

Fig. 187 $\frac{1}{2}$ , Q shows a rope fastened by the chain-hitch. The knot at the left-hand end explains a simple way to prevent a rope from unravelling.

Fig. 187 $\frac{1}{2}$ , R. A timber-hitch; when tightened the line binds around the timber so that it will not slip.

Fig. 187 $\frac{1}{2}$ , S. Commencement of simple lashing knot.

Fig. 187 $\frac{1}{2}$ , T. Simple lashing knot finished.

Fig. 187 $\frac{1}{2}$ , U. "Infallible loop," not properly a timber-hitch, but useful in a variety of ways, and well adapted for use in archery.

Fig. 187 $\frac{1}{2}$ , V. Same as R, reversed. It looks like it might give way under a heavy strain, but it will not.

Fig. 187 $\frac{1}{2}$ , W. Running knot with two ends.

Fig. 187 $\frac{1}{2}$ , X. Running knot with a check knot that can only be opened with a marline-spike.

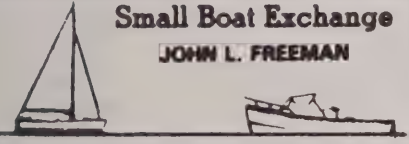
Fig. 187 $\frac{1}{2}$ , Y. A two-ended running knot with a check to the running loops. This knot can be untied by drawing both ends of the cord.

Fig. 187 $\frac{1}{2}$ , Z. Running knot with two ends, fixed by a double Flemish knot. When you wish to encircle a timber with this tie, pass the ends on which the check knot is to be through the cords before they are drawn tight. This will require considerable practice.



Fig. 187½, *a* shows an ordinary twist knot.  
 Fig. 187½, *a*<sup>1</sup> shows the form of loop for builder's knot.  
 Fig. 187½, *b*. Double twist knot.  
 Fig. 187½, *c*. Builder's knot finished.  
 Fig. 187½, *d* represents a double builder's knot.  
 Fig. 187½, *e*. "Weaver's knot," same as described under the head of Becket hitch (Fig. 185, *V*).  
 Fig. 187½, *f*. Weaver's knot drawn tight.  
 Fig. 187½, *g* shows how to commence a reef knot. This is useful for small ropes; with ropes unequal in size the knot is likely to draw out of shape, as *m*.  
 Fig. 187½, *h* shows a reef knot completed.  
 Of all knots, avoid the "granny"; it is next to useless under a strain, and marks the tier as a "landlubber."  
 Fig. 187½, *i* shows a granny knot; *n* shows a granny under strain.  
 Fig. 187½, *j* shows the commencement of a common "rough knot."  
 Fig. 187½, *k*. The front view of finished knot.  
 Fig. 187½, *l*. The back view of finished knot. Although this knot will not untie nor slip, the rope is likely to part at one side if the strain is great. Awkward as it looks, this tie is very useful


at times on account of the rapidity with which it can be made.  
 Fig. 187½, *o* and *p*. Knot commenced and finished, used for the same purposes as the Flemish knot.  
 Fig. 187½, *q* and *q*<sup>1</sup>. An ordinary knot with ends used separately.  
 Fig. 187½, *s*. Sheep-shank, or dog-shank as it is sometimes called, is very useful in shortening a line. Suppose, for instance, a swing is much longer than necessary, and you wish to shorten it without climbing aloft to do so, it can be done with a sheep-shank.  
 Fig. 187½, *r* shows the first position of the two loops. Take two half hitches, and you have a bend of the form shown by *s*. Pull tightly from above and below the shank, and you will find that the rope is shortened securely enough for ordinary strain.  
 Fig. 187½, *t*. Shortening by loop and turns made where the end of the rope is free.  
 Fig. 187½, *u*. A shortened knot that can be used when either end is free.  
 Fig. 187½, *v*, *w*, and *x*. Shortening knots.  
 Fig. 187½, *y* and *z*. A "true lover's knot," and the last one that you need to practise on, for one of these knots is as much as most persons can attend to, and ought to last a lifetime.



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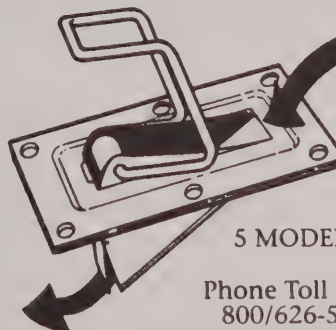
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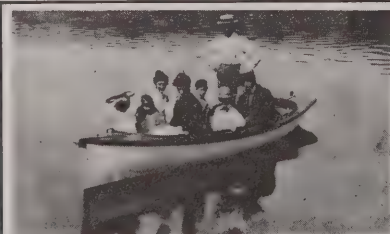


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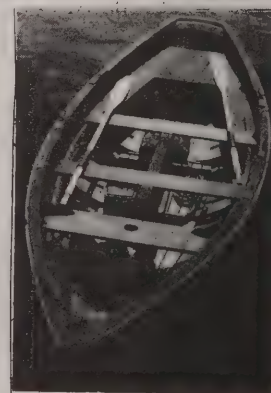


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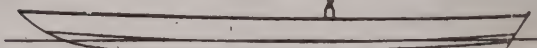


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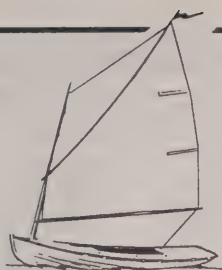
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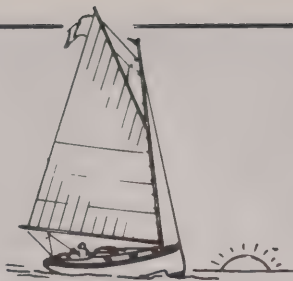
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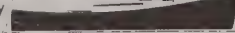
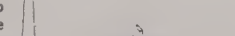
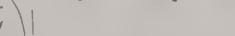
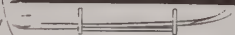
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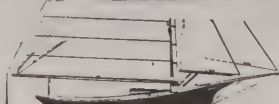
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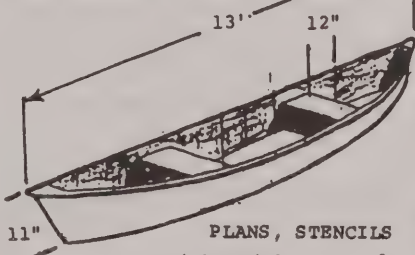
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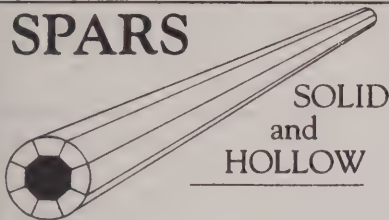
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BOB HICKS, Wenham, MA, (508) 774-0906, 6-9 pm best. (TF)

## NEW LOOK FOR THE CLASSIFIEDS

So many ads are now coming in that I have reduced the type size in this issue to get more ads onto the available pages. I wish to continue the free ad policy and the two-time running of each ad. The smaller type is my first effort at accommodating the increase. We'll see how it goes.

TRADE? Interested in trading your 20-21' sailboat with character and inboard diesel for my 37' Pearson ketch loaded for cruising without huge cash investment? Don't reply unless single handing boat, immaculate like mine. Will also sell.

D. ROTHCHILD, RI, (401) 456-1200 days, (401) 789-1121 eves. (1)

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"THE WOOD & CANVAS CANOE", complete guide to its history, construction, restoration and maintenance. Everything you need to know about traditional wood/canvas canoes, written by builders/restorers Jerry Stelmok and Rollin Thurlow. \$20 for a copy signed by the authors, postpaid.

NORTHWOODS CANOE SHOP, RFD #3, Box 118-2A, Dover-Foxcroft, ME 04426. (TF)



24' CROSBY STRIPER BASS BOAT. Mahogany on oak, teak sole. Raised cabin with V-berths, hanging lockers and small galley. Needs some refastening and stem work, recanvassing, paint, etc. No motor, but I have a line on two possible choices (both inexpensive). A worthwhile project if you want a great performing sea boat with those "classic lines". \$900 or make an offer. Send SASE for photo. PETER WEIGLE, P.O. Box 265, E. Hadam, CT 06423, (203) 873-1671. (1)

18' CHRIS CRAFT. 1947 Sportsman Utility, mahogany, Chrysler 6. \$3,900. HAL WARNER, Springfield, MO, (417) 886-1734. (24)

KEY LARGO COTTAGE, studio type, sunny, warm, enjoy waterfront, tropical foliage, hot tub. Rent includes 16' daysailer and windsurfer. \$395 per week.

KEY LARGO SHOAL WATER CRUISES, P.O. Box 1180, Key Largo, FL 33037, (305) 451-0083. (TFP)

CARIBOU KAYAKS. I don't just build kayaks, I also repair kayaks. Alterations, reseaming, custom AWLGRIP paintwork (spruce up that old boat of yours!), materials and outfitting equipment available.

BARRY BUCHANEN, P.O. Box 362, Bass Harbor, ME 04653, (207) 244-5703. (24P)

CANOE SAILING CALENDAR. Twelve black and white "hot" photos of open sailing canoes and International 10 Meter canoes taken in the Thousand Islands. Proceeds go to support "The Canoe Sailor", a free canoe sailing newsletter. Calendar \$10 postpaid, FREE copy of the "Canoe Sailor" included.

CHUCK SUTHERLAND, RD 1 Box 457, Green Lane, PA 18054. (TF)

SUMMER RENTAL. House on a Maine island near Acadia National Park. Three bedrooms, bath, kitchen. View of harbor, hiking trails on property and other places on island. Fresh water swimming quarry nearby, launching sites for boats, sand beach. \$475 per week, Saturday to Saturday. Access to island by ferry six times daily. Write or call for more information.

IVER LOFVING, Box 366, Swans Island, ME 04685, (207) 526-4121. (TF)

OLD BOAT PLANS. Copies from "Mechanics Illustrated", "Science & Mechanics", "Sports Afield Annual", and others. Hundreds available. Catalog \$4.

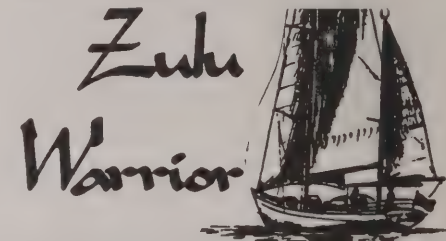
E.G. RAGSDALE, P.O. Box 48M, Westlake, OR 97493, (503) 997-7818. (TF)

ALDEN SCHOONER PRINTS. Limited number of prints of John Alden's finest schooner, "Mandoo". 21"x15-3/4" plus margins. Original oil by well known British naval artist Leslie A. Wilcox. \$25 each.

INGA WILMERDING, Suite 237, Red Hook Plaza, St. Thomas, VI 00802.

7'6" CULLER OARS. One pair, spruce, used once. \$75.

BILL EVERETT, Monroe, NH, (603) 638-2370. (24)



SAIL THE VIRGINS. Beautiful, fast, sea-kindly, reasonable, Gallant 53' ketch "Zulu Warrior". Chartering in the Virgins 17 years.

MARTA WILMERDING MACFARLAND, 12 Statesman Terr., Marshfield, MA 02050, (617) 837-6505. (TFP)

OUTBOARD MOTOR. 1958 Johnson 18hp, broken driveshaft, but excellent otherwise. Includes tank, remote controls, spare propeller. Make offer.

CRAG WILSON, San Jose, CA, (408) 946-4253. (24)



"TOPSIDER" & "SPINNAKER". Anxiously awaiting your arrival. Our folks will have tons of fun sailing while we play on deck in the sun. Love, "Elliot".

WANTED. 3.5 gallon steel gas tank once made for Mercury outboard motors. DAVID WITBECK, 77 Ives St., Providence, RI 02906, (401) 274-9118. (1)

WANTED. Northwest area Wayfarer. I would like to buy a Wayfarer camp cruiser in need of restoring, or a partially completed one to finish. I can come get it or pay shipping.

TOM CARTER, 15035 S.E. Monner Rd., Portland, OR 97236. (1)

WANTED. I am restoring a c. 1940 Rhodes 18 and am interested in corresponding with owners of other wooden 18's.

MICHAEL BOUCHER, 106 Bow St., Freeport, ME 04032, (207) 865-1988. (1)

15'6" CAT KETCH SHARPIE. Wizingen owner of a fine camp-cruiser/daysailer seeks a new young master for this pretty boat. \$975.

PETER WATTERS, 55 Magazine St. #52, Cambridge, MA 02139, (617) 492-6467. (1)

OUTBOARD MOTOR. 1958 Johnson 18hp, broken driveshaft but excellent otherwise. Includes tank, remote controls, spare propeller. Make offer.

CRAIG WILSON, San Jose, CA, (408) 946-4253. (1)

12' FISHERMAN SKIFF. Very pretty, built 1989, West System. Oars and locks included. Will deliver within 50 miles. \$350.

BARRY TAYLOR, Statesville, NC, (704) 873-4791. (1)

26' MC KENZIE CUTTYHUNK. Classic built in 1962, a great sea boat. Reverse lapstrake construction, 1" Philippine mahogany on oak, bronze screws/rivets. Recent replanking and refastening for sound hull. Cockpit canvas and side curtains, new stainless hardware. 225hp Chrysler marine engine, two 40 gallon monel tanks. Second steering station controls by tiller at transom. Topside needs work, some dry rot. \$5,000 or best offer. P. D. DRISCOLL, 17 Chase St., W. Harwich, MA 02671, (508) 432-1424. (1)

14' LOWELL SAILING SURF DORY. White hull, teal interior, bright mahogany seats. A classic beauty in excellent condition. Sails, oars and trailer. \$3,500. FORREST DILLON, Manchester, MA, (508) 526-1483. (1)

SPRING BOATYARD CLEARANCE. 19' Swampscott dory, sailing model. Built 1973 at Strawberry Banke. Complete on trailer, \$3,300. 16-1/2' Town Class wooden sloop, built 1986. Complete with cockpit cover. Ready to go, \$6,000. 16-1/2' Town Class fiberglass sloop, built 1967. Needs cleaning up. Complete on trailer, \$3,000. 11' Boston Whaler, 1984, with 15hp Evinrude. \$2,200.

RALPH JOHNSON, Pert Lowell Co. Inc., Newbury, MA, (508) 462-7409. (1)

17' SWAMPSCOTT DORY, sailing/rowing model. Beautiful boat in excellent condition. Built by the Landing Boatbuilding School in Kennebunkport, ME. Sloop rigged, two rowing stations, pair of Shaw & Tenney oars. New 1990 trailer with 12" wheels, new 1991 custom fitted canvas cover. Very easily trailered, launched and retrieved. \$4,000.

JIM BYER, 69 Jewett St., Manchester, NH 03103, (603) 624-2497. (1)

VOLVO-PENTA OUTBOARD, long shaft 3.9hp. Low hours, previous owner thought it overheated. I've run it in a barrel only. \$75 as is.

BOB ELLIOTT, Newbury, MA, (508) 462-7409. (1)

26' THUNDERBIRD SLOOP. Five sails, trailer, more. \$5,000, will consider terms.

PAT KIMBROUGH, Rt. 1 Box 3E, Spice-wood, TX 78669, (512) 453-5502, (512) 693-2403. (1)

FLEET SALE. Due to old age I must sell my boats. Sea Ray Sorrento 25, very clean, less than 50 hours of use. \$25,000. Hunter 34' sloop, 1986 aft cabin, Yanmar. This boat is loaded. \$40,000. Catalina 27' sloop, Atomic IV, clean and well equipped. \$8,000. O'Day Mariner 19', keel, boom tent, 6hp longshaft outboard. \$1,800. Beetle Cat with trailer, \$1,500. HAROLD ROSE, Wantagh, NY, (516) 785-0461. (1)

"NATIONAL FISHERMAN" BACK ISSUES, May 1960 through December 1971, 127 issues, three yearbooks. Make offer. CHARLES PERKINS, Wenham, MA, (508) 774-3392. (1)

SEA KAYAKS & GEAR. VCP Anas Acuta, virtually new, emerald green over white. Fiberglass, light, fast boat. \$1,400. Mariner Escape, large, stable, fast touring kayak. Many accessories. Fiberglass, international orange and black. \$1,000. Kokotak dry suit with metal zipper. New, never worn. Size medium, \$230. Wild Water neoprene dry top, long sleeve. Size medium, \$35.

STEVE HANSON, RFD 1 Box 1335, Rockland, ME 04841, (207) 594-2097. (1)

16' CLASSIC RUNABOUT. 1957 Henry Swiftcraft. Fir plywood on bent white oak frames, mahogany topsides and trim, excellent condition. Extensive restoration in fall of 1987 featured in "Boats", April 1, 1989. Will sell with or without trailer and 1988 Evinrude 48 Special.

AARON WELCH, Bradenton, FL, (813) 749-1964. (1)

23' CROCKER STONEHORSE SLOOP, 1938, Volvo inboard, all rebuilt. Galley, head, tall rig, 4' draft. Good condition, \$9,500. MICHAEL BROWN, 42 Mt. Vernon St., W. Roxbury, MA 02132, (617) 327-2660. (1)

10' ALDEN OCEAN SHELL, sliding seat with oars, \$750.

MICHAEL BROWN, 42 Mt. Vernon St., W. Roxbury, MA 02132, (617) 327-2660. (1)

"THE CARIBBEAN ON \$5 A DAY". "A Sea Gypsy handbook for Living in Paradise" by Fritz Seyfarth. The sailboat as an island retreat. The secret is simplicity afloat, using the boat like the olden times gypsies who roamed the countryside in their wagons, self-contained life support modules, making a living by their hands and wits. Quality softcover, \$8.25 postpaid.

SPANISH MAIN PRESS, Red Hook Plaza, Suite 237, St. Thomas, VI 00802. (TF)

23' HUNTER SLOOP. 1986. Fast and fun for the family, sleeps five. Five sails, 6hp Evinrude with alternator, galvanized trailer, VHF marine radio, safety equipment. \$9,995.

DAVID GOOCH, Falmouth, ME, (207) 781-3055. (24)

12' OLD TOWN SPORTBOAT, a classic in excellent condition. \$1,950.

DICK SWARTZ, Rutland, VT, (802) 863-6656. (1)

16' WAYFARER, Frank and Margaret Dye's famous cruising dinghy "Wanderer". Cruising complete. Trailer, boom tent and much more.

CLYDE GIESENCHLAG, Miami Springs, FL (305) 884-3504. (2)

SCOTT-ATWATER OUTBOARD, Model I-16, antique. Been abused. Source of parts to maintain a mate.

BOB EATON, Salem, MA, (508) 745-2289. (1)

SIMMONS SEA SKIFFS. Classics of the North Carolina coast. Outstandingly seaworthy and fast with low power; light, simple plywood lapstrake construction. Detailed plans and directions, no lofting.

SEA SKIFF 18: Featured in SBJ #51. 17'1"x5'7"x5" draft, 20-40hp. Plans \$30.



SEA SKIFF 20: The big offshore fisherman. 19'4"x7'6"x10" draft; 50-70hp. Plans \$45. Information on both \$1. NEW HANOVER COUNTY MUSEUM FOUNDATION, 814 Market St., Wilmington, NC 28401, (919) 341-4350. (TFP)

AFFORDABLE WOODEN BOAT REPAIRS. If you're looking for someone skilled, yet affordable, to do professional repairs or restoration on your small wooden boat, call us. We've been building small boats since 1933.

RALPH JOHNSON, Pert Lowell Co. Inc., Lanes End, Newbury, MA 01951, (508) 462-7409. (TF)

"ADIRONDACK GOODBOAT" KITS. Build the "Adirondack Goodboat" yourself with our kit of constant camber hull panels and all the parts, with complete instructions. Minimum tools and space needed, no building jig required. Boat can be put together in one to three days and finished at your leisure, saving thousands. The "Adirondack Goodboat" is a rowing/sailing boat of 17'x43", 105 pounds. Send for info and prices.

MASON SMITH, AGB, Box 44, North Point Rd., Long Lake, NY 12847, (518) 624-6398. (TFP)

DOVEKIE SAILBOAT, Hull #82. Red hull with white deck. Good shape but needs minor cosmetic work. Includes Yamaha 5hp longshaft motor, custom motor mount, back porch, long foil leeboards, and many accessories. Asking \$5,000 as is, or \$6,000 if I have to do the work. Can be seen in Marlborough, NY.

CRAIG POOLE, New York, NY, (201) 333-5857. (1)

128' SAILBOAT KIT. "Spirit" factory built hull and deck, new diesel engine, Kenyon mast, sails, stainless steel rigging, stove, heater, hardware, many extras. 6'6" headroom, 75% complete. Over \$25,000 invested. Forced to sell, \$8,000.

BILLY FULLER, Seabrook, TX, (713) 474-3079 9-5, Mon-Sat. (1)

12' WHITEHALL, excellent rowing/sailing boat. Very traditional. Only used for two summers. Varnished mahogany seats and gunwales, hand laid up fiberglass hull. Two rowing positions, gaff sail rig. Oars included. Great family boat in excellent condition. \$2,150.

S. SHERRILL, Beverly Farms, MA, (508) 921-0944. (1)

17' NATIONAL ONE DESIGN DAYSAILER. Fiberglassed over cedar on oak frames, aluminum mast, extras. Needs minor work. Fast in light airs. Located on the North Shore of Long Island. \$400.

MIKE LA BIANCA, Northampton, PA, (215) 767-2034 after 5 p.m. (1)

12' BOLGER TEAL. For rowing and sailing. Excellent condition, hardly used. Bronze fastenings and fittings. Fondly painted gray inside and out. Includes rudder and leeboard but no rig. \$150 or B.O.

ANDY KLICKSTEIN, Ipswich, MA, (508) 356-0171. (24)



**THREE CLASSIC WOODEN BOATS.** Sam Devlin's "Winter Wren", 23' gaff rigged pocket cruiser, sleeps two in comfort, completely equipped. Several sections of plywood deck need repair, otherwise sound. Built 1985. \$5,000. "Thistle" hull #347, fast, roomy racer or family day sailer. Hull repaired, needs painting, complete with two bags of sails, all rigging, aluminum mast, etc. Unopened first quality marine paint included. \$650. "Bobcat", Phil Bolger's Beetle Cat replica, built 1989, used six times. Boat, sail spars, trailer, etc. \$1,600. Cruise 'N Carry 1.5hp outboard, \$195. Boats located on Long Island, NY.

C.I. THRASHER, 145 Capt. John Smith Rd., N. Fort Myers, FL 33917, (813) 731-9223. (24)

**23 COM-PAC MARK II SLOOP.** 1985 (commissioned 1986). Sleeps four, galley, sails with cover, 8hp Evinrude Sailmaster with alternator, galvanized tandem axle trailer, compass, CQR anchor/rode, mooring and winter covers, extras. In Bristol condition, asking \$11,000.

BOB GROESCHNER, Norwalk, CT, (203) 847-8726 eves & wknds, (203) 966-9536 days. (24)

**WANTED.** 30'-40' main or mizzen mast (wood) for a York Harbor River site flagpole. STEWART DAWSON, Big Pine Island, Box 1113, York Harbor, ME 03911, (207) 363-7436.

**MICRO.** Nice boat, teal, white and black with tanbark sails, trailer. Two years old. \$1,700.

JEFF BROWN, St. Regis Falls, NY, (315) 328-4778. (24)

**WANTED.** BACK ISSUES of "Messing About in Boats". Would you like to give your collection a good home? The Yurt Foundation would happily be that home. THE YURT FOUNDATION, c/o William Cowperthwaite, Bucks Harbor, ME 04618. (24)

**19' POCKET CRUISER.** Lightning #6540, cedar on mahogany, spruce spars, two sets sails, custom cuddy cabin, cockpit cover, bed boards, camping cover, 2.7hp Cruise 'N Carry outboard, running lights. Excellent condition. On rusty, scary trailer. Featured in "Boats", August 15, 1987. Similar to Lightning featured in "Sail" magazine September 1990. \$2,000.

MICHAEL BLUNT, P.O. Box 3091, Annapolis, MD 21403. (24)

**17' FOLBOT "CAYAT".** Unique "Folbot" sailing kayak design of the '60's, built in 1970's. Marine plywood hard chine hull, epoxy glued, decked, full double cockpit, with little-used standing lug dacrone sail rig by Yardarm Sailmakers, that stores right in boat. Ready to go, includes double paddles, and transport dolly wheels. Weighs about 120 pounds, can be cartopped by two. \$750.

BOB HICKS, Wenham, MA, (508) 774-0906, 6-9 pm best. (TF)

**OUTBOARD WINDSHIELDS.** Three different windshields suitable for 14' to 18' range. Send SASE for description and photos. BOB WHITTIER, Box T, Duxbury, MA 02331. (24)

**16' GREAT PELICAN SLOOP.** Includes mast, spars, rigging, good sails, custom trailer. FREE to restorer. W.L. NEWCOMB, Calabasas, CA, (818) 884-8843. (24)

**1936 AUSTRALIAN RACING SHELL** addenda blades. \$1,200 or B.O. or trade for pre-1970 BMW motorcycle or commercial type lawnmower.

GRAY BUJNOWSKI, Hartford, CT, (203) 724-4317 (24)

**13'2" KAYAK.** Cedar strip touring kayak, West System, with air bags and spray skirt. Weighs 28 lbs. Excellent condition. \$495

ART BRUNT, P.O. Box 1295, Wolfeboro, NH 03894, (603) 569-4948. (24)

**WANTED.** Hobie rig, complete or partial, with sails, for Hobie 18, Hobie Supercat 20 or Hobie 21.

RICH HILSINGER, Wooden Boat School, Box 78, Brooklin, ME 04616, (207) 359-4651. (24)

**CANOE BUILDING FORM.** For wood/canvas canoe, 15' length by 35" beam, metal straps at rib locations, well constructed. \$1,200.

JOHN MAIURANO, RD 1 Box 205B, Greenwich, NY 12834, (518) 692-9201. (24)

**15' WOOD/CANVAS CANOE.** Never used. Ash, cherry, mahogany trim. Weight approximately 60 lbs. Red. \$1,500.

JOHN MAIURANO, RD 1 Box 205B, Greenwich, NY 12834, (518) 692-9201. (24)

**WOODEN MAST.** 32'x2-1/2"x3-1/2" with boom and fittings. Iron ballast keel with ten mounting holes. Three sails, dacron main and genoa (like new), cotton jib. Offers.

MARTIN DEVINE, Brockton, MA, (508) 588-9167 aft. 5 p.m. (24)

**WANTED.** Used trailer for 17' Whitehall, 500 lbs. Under \$300.

MARC BARTO, Smithburg, MD, (301) 293-1169 anytime. (24)

**16' OUTBOARD BOAT.** Suitable for 20 to 50 h.p. longshaft motor. Very well made of epoxied plywood by an expert. Good utility, sportfishing or youth boat. Practically new. Write for photo and description. \$950. Have good home made trailer to go with it, will dicker.

BOB WHITTIER, Box T, Duxbury, MA 02331. (24)

**23' CROCKER STONEHORSE SLOOP.** Complete boat, probably 1950's vintage. Needs boatbuilder skills to recondition for sailing. No major structural problems but it has a number of details to take care of. On large tandem wheel yard trailer (old truck chassis) that can be hauled over the road short distance but not suitable for extended highway travel without attention to wheels, tires and lighting. Well worth saving by a Crocker enthusiast at my final price of \$1,000 as is where is. It must go by July 4th when I will begin to part out all of its original bronze gear, winches, mast/boom/rigging, the lead keel, engine, and all its cruising gear separately.

BOB HICKS, Wenham, MA, (508) 774-0906, 6-9pm best. (TF)



**20' ELVER.** "Winter's Dream", a Steve Redmond designed canoe yawl. West System construction, five tanbark sails from North Sails, new 5hp Honda longshaft with remote controls and swing lift, hard interior and cockpit Endura two-part polyurethane paint. \$9,900 Canadian or \$8,500 U.S.

ANDY ANDERSON, St. Albert, Alberta, Canada, (403) 973-5585 eves. (24)

**16'6" SAWYER CANOE.** Fiberglass "Canadian". \$195.

ART BRUNT, P.O. Box 1295, Wolfeboro, NH 03894, (603) 569-4948. (24)



**13' MELONSEED BUILDING MOLD.** Professionally built to produce hull and deck for 13' Melonseed pictured. Asking \$3,500.

ROGER DUNKERLEY, W. Sayville, NY, (516) 567-1733. (24)

**16' SEA KAYAK.** Stripwood/glass construction, 23" beam, quick, graceful, beautiful boat. One-of-a-kind design for a soon-to-be-famous line of boats for a one-of-a-kind price. \$850.

ED ROONEY, S. Dartmouth, MA, (508) 636-3871. (24)

**WAYFARER SLOOP.** #4180, fiberglass, aluminum spars, two sails, trailer. Great travel boat. \$1,900.

MICHAEL TIMM, Poughkeepsie, NY, (914) 462-5444. (24)

**28' MAST.** 2"x3" box section wood, 7/8 rig, tapered at top. Complete with most wire and hardware. \$20. Also one B Lion catamaran kick-up rudder and aluminum stock. Would be excellent for a big dinghy (with new blade). \$5.

DOCK SHUTER, Northport, NY, (516) 261-8735. (24)

**16' ZIP SAILBOAT.** Main and jib. \$650. N.E. BATTIT, East Hampton, CT, (203) 267-2724. (24)

**WANTED.** 18'-24' catboat, glass or wood, in good shape, or in need of repair. \$100 reward for information leading to my buying such a boat.

BILL HALL, S. Miami, FL, (305) 661-1390 collect. (24)

**20' FAN TAIL LAUNCH.** 1986 low chine Skipjack type. Heavy traditional construction, pine on oak. Circa 1940 gas 6hp inboard. With or without trailer and motor. \$4,500 complete.

JAY HOAGLAND, Rockport, ME, (207) 596-0786. (24)

**10' SAILING DINGHY.** Fiberglass "Frigate" by Yankee Boat Works, \$1,800 new, used one season, now \$950.

HERB KRUGMAN, Stamford, CT, (203) 327-5226. (24)

**17' FOLBOT SUPER,** double kayak, non-folding wood/fabric hull (double layer naugahyde). In good condition, ready to go with two sets of take-apart double paddles, complete Folbot lateen sailing rig with leeboard and rudder, seat cushions, flotation bags in each end. Blue hull, yellow deck, varnished wood trim. \$500 complete or \$350 without sailing rig. Can be cartopped easily.

BOB HICKS, Wenham, MA, (508) 774-0906, 6-9 pm best. (TF)

**TWO 15' LYMANS.** Each about 1955, each on a trailer (one a tilt trailer), each with wooden windshield, varnished deck and interior, floorboards, steering wheel, bimini top; one with side curtains, one with brand new mooring cover; both in good condition. Always trailered, always stored inside. \$500 each, both for \$950. Need room inside for new boat project.

JOHN STILGOE, Norwell, MA, (617) 659-2090. (24)

**LASER SAILBOAT.** Galvanized trailer, two sails, good condition. GEORGE DUNBAR, Lyme, CT, (203) 448-1152. (24p)

**ANTIQUE BOAT PLANS.** Over 100, prams to schooners, power and sail. Catalog \$4. T&J PLANS SERVICE, P.O. Box 69, Fast Dick, CA 95538. Checks payable to J. Freeman. (24)



WANTED. Second hand Grumman aluminum canoe.

M.H. DODD, 17 Hall's Point Rd., Stony Creek, CT 06405, (203) 481-8676 (h), (203) 373-2156 (w). (24)

ROWING SHELL. Chantier Navel Julien 21'8", fastest recreational rowing shell available today, with custom carbon fiber lightweight sculls, fully adjustable stainless steel riggers, competition Martinoli locks. Easily handled, excellent performance. Stored inside, mint condition. \$1,100 for shell and oars.

DR. ROBERT R.N. ROSS, Mansfield, MA, (508) 952-3861 (work), (508) 339-5639 (home). (24)

16-1/2' TOWN CLASS SLOOP, complete lapstrake wooden boat of 1950's vintage with rig and all original bronze fittings. Needs total reconditioning, some refastening, paint removal and refinishing, mahogany planked deck restoration, etc. Not technically difficult work, but lots of man hours to bring back. Worth saving for a Townie enthusiast at my final price of \$750 as is where is. No trailer, delivery can be arranged. It must go by July 4th when I will part out its traditional bronze fittings, and mast/boom/rigging separately. BOB HICKS, Wenham, MA, (508) 774-0906, 6-9 pm best. (TF)

27' RACING SHELL. Fiberglass with Row Wing and hard shell deck, custom built by R.A. Negaard, Jacksonville, FL. 28 lbs, used only four times, stored indoors. Includes carbon fiber oars, complete canvas cover, stretchers and car top carrier. Cruise or race your favorite river in style. \$2,500.

ANDY PARKS, 24 Waterman Ave., Marshfield, MA, (617) 837-1220, 5-8 p.m. (24)

12' ROWING SKIFF. Cedar on oak, smooth planked, splined bottom. Built by Maine Maritime Museum Apprenticeship in '80. Like new. \$600.

BILL EVERETT, Monroe, NH, (603) 638-2370. (24)

21' BAHAMA SLOOP, hull only. If prior buyer does not respond to this ad, I'm getting it out of here. Its saving grace is its beautiful lines. 1" mahogany planked on 2" sawn mahogany frames. Sitting headroom cabin, small footwell cockpit, some fittings. Needs total reconditioning, plus a sailing rig or inboard motor to use as power launch. Shallow draft keel has 1,000 pound bolted-on lead ballast. On cradle. \$500 as is where is. It must go by July 4th, when I will remove the lead keel for scrap value and cut up hull for the stove next winter. BOB HICKS, Wenham, MA, (508) 774-0906, 6-9 pm best. (TF)

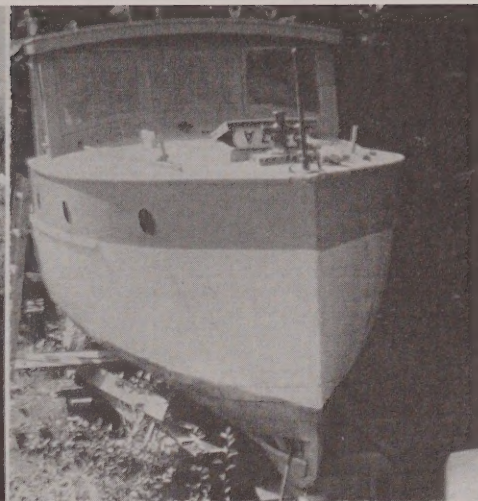
19' O'DAY SLOOP. Mariner 2+2, 1975. Roller furling jib, 1983 5hp Seagull motor, cockpit cushions, porta-potti, compass, anchor. On trailer. \$3,900.

RICHARD DOWNES, 170 River St., Weymouth, MA 02191, (617) 335-6677. (24)

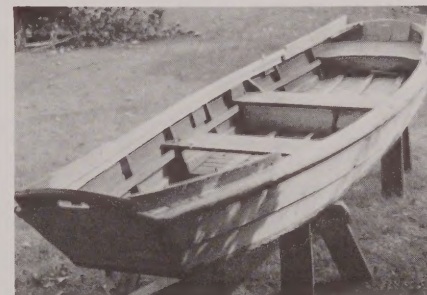
CANOE LINES PLANS. Lines, offsets, mold patterns, for 12', 14-1/2', 16' and 18-1/2' canoes drawn for traditional beauty and versatility. Sized for either strip-built or wood/canvas construction. FRANKLIN CEDAR CANOES, Box 175, Franklin, ME 04634, (207) 565-2282. (TFP)

BEETLE CAT TEE SHIRTS ARE BACK. 100% cotton, blue with white sail plan. Sizes M, L, XL. \$14 each. Call or write: STEPHEN SMITH, P.O. Box 724, Eastham, MA 02642, (508) 996-9971 (2P)

20' ST PIERRE DORY, reasonable. JOHN AGNOLI, E. Longmeadow, MA, (413) 525-4071. (2p)



ANTIQUE BOAT FLEET FOR SALE. Extremely rare 1908 LAUNCH, 19.7', light cedar on oak, all original bronze hardware. From schooner "Taormina". Hoists on davits. Restoration can be arranged. 1920 Universal included at \$3,200. 1929 ELCO 26' "CRUISETTE" in restorable condition. Only \$250. Load up approximately \$300. 1930 LAPSTRAKE 17' SLOOP, plate reads "Cape Cod Power Dory". Total restoration needed, all iron fastenings are bad. 50 years in storage. Once a race class boat. Located at Edgartown. Only \$300. 1936-40 OLD TOWN 12' YACHT TENDER, all original bronze fittings, canvas sail. Very solid, tight, but needs canvas for looks. Only two owners in 50 years. Row, sail or motor with 1977 Johnson 4-1/2hp outboard (\$100 extra). Only \$1,250. 16.5' GARVEY (or PI-



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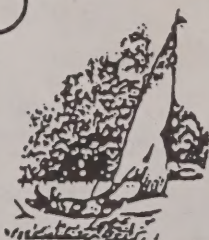


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